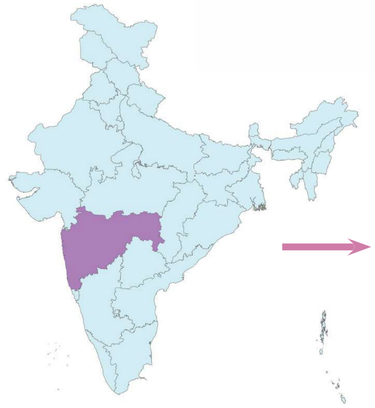
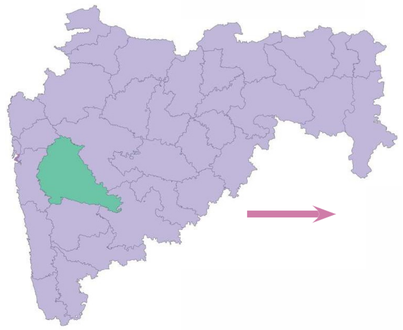
LOCATING WARD 29

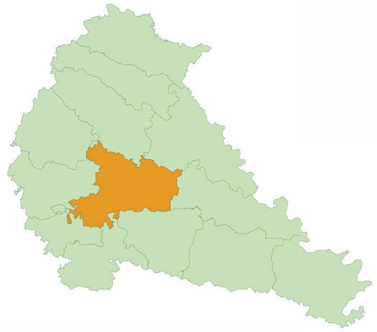
Indian States Boundaries



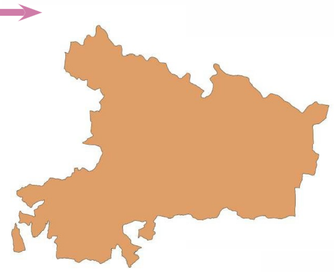
Maharashtra State Boundary



Pune District highlighted in Maharashtra



Pune Taluka Boundary



Haveli Taluka

B

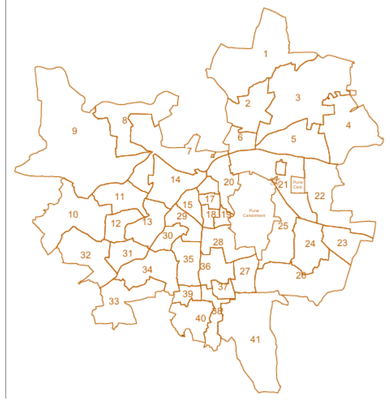
Heritage:

The area is deeply connected to the legacy of the Prabhat Film Company, established in 1929, which was later converted into the (FTII) in 1960. This established the neighborhood as a hub for artists, educators, and cultural influencers.

Architectural Charm: The area is known for its classic 100-year-old bungalows, featuring Art Deco elements like stained glass, ornate wooden balustrades, and large, sprawling compounds.Municipal policies certainly play a role but cities are equally shaped by the long shadows of caste, class and capital, redevelopment aligns with administrative power to make the locality a preserve of the privileged high-caste, high-class. An inherited advantage is converted into the environmental and infrastructural comfort of wide streets and tree cover, while other localities are relegated to noise, dust and scarcity. But more than the silence of Erandwane, it is perhaps the calling of birds that I wish for

Significance

The name, Erandwane, is important: it means a forest of castor plants. Streets and houses are laid out in a grid. Bungalows lie behind gates. Some of these bungalows have been replaced by five-storey apartments but the trees stand tall – coconut, mango, neem – older than the redevelopment that surrounds them. Bougainvillea and other flowery vines and ornamental trees spill over the compound walls. Pune's neighborhoods such as Karve Nagar were developed when land was available in large parcels and high-caste, high-class families, with social capital and institutional power, owned the land. Redevelopment has replaced many bungalows with spacious apartment blocks, but the underlying layout – space, canopy, infrastructure – is intact.



Pune Municipal Corporation Administration Boundary

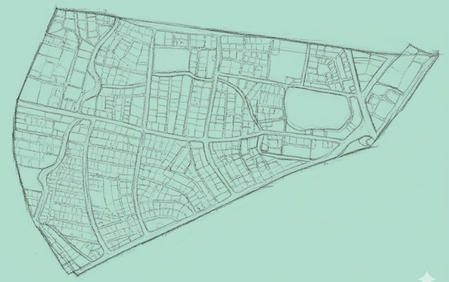
EDUCATIONAL QUALIFICATION

Population: (2022)

source: pune municipal corporation

INTRODUCTION 1

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Samriddhi Mehtre
(622514056)

METHODOLOGY 2

Planning and Design Studio-II

Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

1)Area Delineation

Delineated Area from ward boundary.

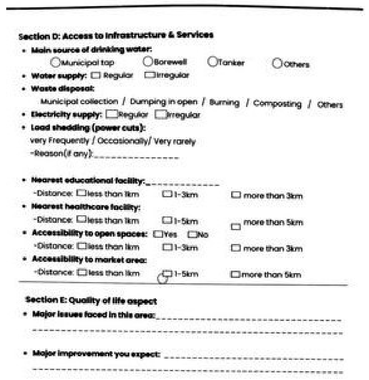
Area delineation refers to the process of defining and mapping the boundaries of a specific geographic region for study, planning, or analysis. It involves identifying and demarcating the extent of an area based on natural features, administrative boundaries, land use patterns, or project-specific criteria.

2)Reconnaissance Survey

A Reconnaissance Survey (also called Recon Survey) is a preliminary, rapid assessment of a study area to gather broad insights before detailed investigations. It helps in understanding the site's physical, environmental, and socio-economic characteristics quickly and cost-effectively.

address key issues study area.

3)Drafting Questionnaires



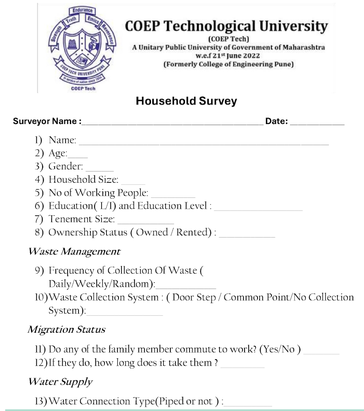
Section D: Access to Infrastructure & Services

- Main source of drinking water: ○Municipal tap ○Borewell ○Tanker ○Others
- Water supply: ☐ Regular ☐Irregular
- Waste disposal: Municipal collection / Dumping in open / Burning / Composting / Others
- Electricity supply: ☐Regular ☐Irregular
- Load shedding (power cuts): very Frequently / Occasionally/ Very rarely -Reason(if any):_____
- Nearest educational facility:_____ -Distance: ☐less than 1km ☐1-3km ☐more than 3km
- Nearest healthcare facility: -Distance: ☐less than 1km ☐1-5km ☐more than 5km
- Accessibility to open spaces: ☐Yes ☐No -Distance: ☐less than 1km ☐1-3km ☐more than 3km
- Accessibility to market area: -Distance: ☐less than 1km ☐1-5km ☐more than 5km

Section E: Quality of life aspect

- Major issues faced in this area:_____
- Major improvement you expect: _____

After conducting the Reconnaissance Survey, we moved to the next critical phase: designing structured questionnaires to gather targeted data from stakeholders.



COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Household Survey

Surveyor Name :_____ Date: _____

1) Name: _____
2) Age: ____
3) Gender: ____
4) Household Size: ____
5) No of Working People: _____
6) Education(U/I) and Education Level : _____
7) Tenement Size: _____
8) Ownership Status (Owned / Rented) : _____

Waste Management

9) Frequency of Collection Of Waste (Daily/Weekly/Random):_____
10)Waste Collection System : (Door Step / Common Point/No Collection System):_____

Migration Status

11) Do any of the family member commute to work? (Yes/No) _____
12)If they do, how long does it take them ? _____

Water Supply

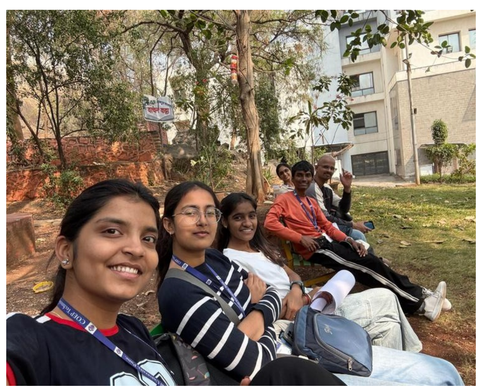
13)Water Connection Type(Piped or not) : _____

Household Questionnaire

1) Household Questionnaire
2) Metro Questionnaire
3) PMPML Questionnaire
4) Activity Mapping Questionnaire

4)Action Plan Making

After finalizing the questionnaires and gathering preliminary insights from the Reconnaissance Survey, our next step was to create a structured Action Plan to ensure smooth and efficient site surveys



Day wise action plan.

5)Primary Data Collection

After finalizing our action plan, we moved into the primary data collection phase, combining structured questionnaires with on-ground observations to capture both quantitative and qualitative insights.

6)Secondary Data Collection

Our team at ward office of the study area

Secondary data collection was done through
1) Interviews
2) Ward Offices
3) Research papers
4) Urban Local Body

Our team at Ward office of the Study area

Our Team at the office of Corporator of the area under study

7)Analysis of the collected data.

After collecting primary data through questionnaires and field observations, we proceeded to analyze the data systematically. And engaged in discussions with faculty to validate our findings.

8)Recommendations

Based on our data analysis, field observations, and faculty feedback, we developed actionable recommendations to in the

Shivajinagar Railway Station (SVJR) - 3.8 km

Pune Junction (PUNE) – 6.0 km

Pune International Airport (PNQ) Lohegaon – 13.0 km

Nearest NHAI highway
NH 65 Pune Solapur h.
NH 48 Mumbai Bengaluru h.

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

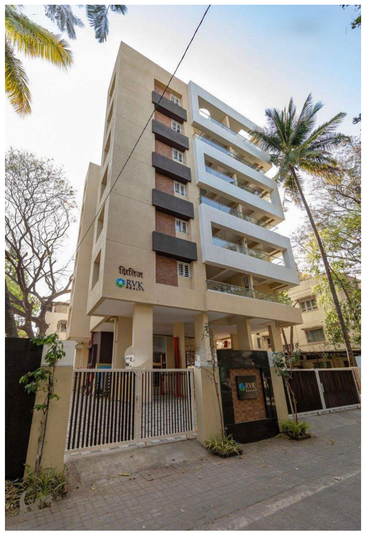
Presented By :
Samriddhi Mehtre
(622514056)

Demography

Deccan gymkhana has a highly educated , working age dominant population with a small nuclear families and mix of long term residents and students.
Deccan is one of the Pune's oldest and most well developed area. This survey helps to understand housing conditions, lifestyle of area, basic services (water supply , transportation, sanitation , healthcare.)

Population and Residential character

Deccan has high population density due to redevelopment of bungalows into apartments.
Residents reports that density has increased substantially over the last decade because of commercialization and redevelopment.
This locality is considered as **Premium residential area.**

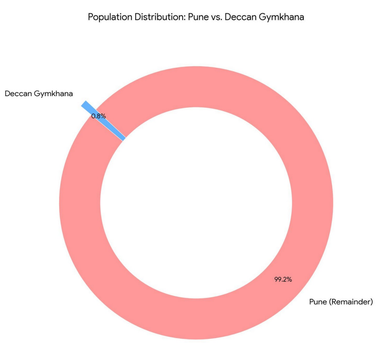


Year	Population	Increase
1991	11803	
2001	12909	1106
2011	14675	1766

Average increase per decade :
I = 1106 + 1766/2
= 1436

For population projection of 2026:
P = 14675 + (15*1436)
= 14675 + 21540
= 36215
Population of 2026 is 36215.

Density :
Total ward area is 2.89 sqkm.
Density = 36215 / 2.89
= 12531 person / sqkm.

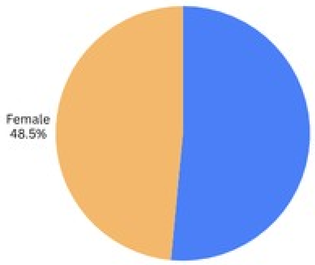


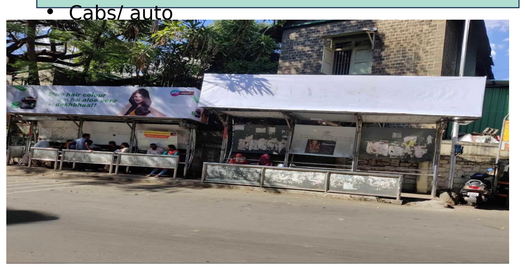
Incremental increase method is used for the calculation because it is well suited for urban areas like deccan. As deccan presents a unique demographic profile that requires a more nuanced approach.
This method is mostly preferred :
- Accounting for maturing urban growth
- Sensitivity to redevelopment trends.
- Balancing stability and flux.

Education and Literacy

Extremely high education attainment. Strongest education belt as it is close to :
- Fergusson college.
- BMCC
- Garware college.
- Gokhale institute of politics and economics.
- Modern college.

Significantly extremely high literacy rate than city average around 90%. English proficiency is above Pune's average. Stronge student and academic culture.





Mobility and Transport Demographics

- It serves as a central transit point with excellent connectivity to Shivajinagar and upcoming metro station . As mostly residents commonly use
- Two wheelers
- Cares
- PMPML buses
- Metro
- Cabs/ auto

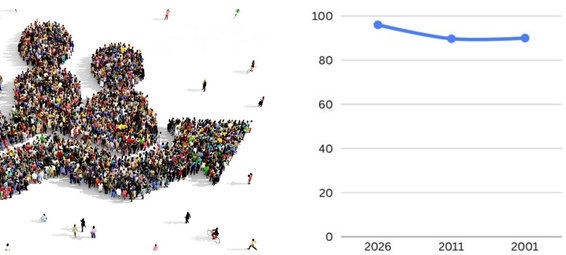
Socio-Economic character

Deccan is considered one of Pune's most "**premium and affluent"** localities. Which is generally categorized as:
- Upper middle class.
- Affluent.
- Old money Pune families.

Because of this property prices and rentals are among the highest in Pune central areas. Common residents are doctors, lawyers, CA, business owners, professors.

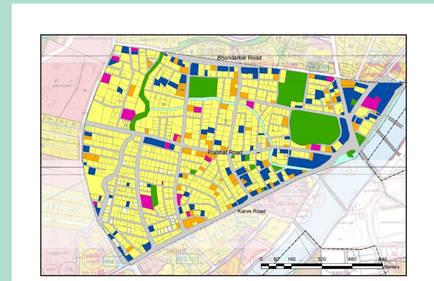
• Gender and Age

- The area maintains relatively balanced gender ratio with slight male majority. With high number of students and migrants professional population.
- Dominant age segments :
- Young adult : Large concentration of degree students and young professionals (IT professional, startup workers, consultants, finance / legal professionals.
- Senior citizens : Significant population of "Old Pune" residents and retirees who inhabit the traditional bungalows .



Demography/ Household Survey

Planning and Design Studio-II



Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Rutuja Dhore
(622514054)

EXISTING LAND USE (ELU)

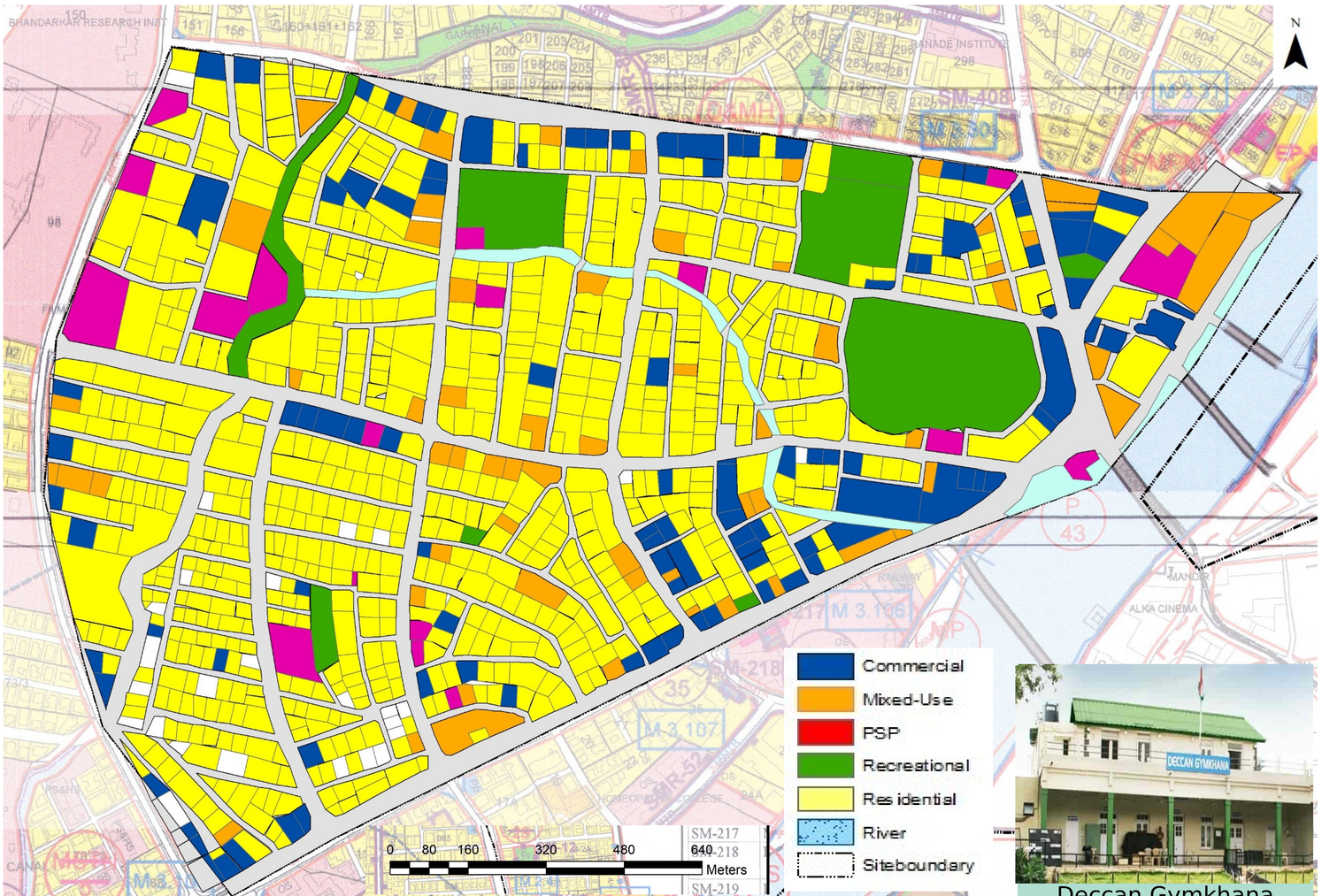
An Existing Land Use (ELU) Map is a fundamental urban planning/design document that illustrates how land is currently utilized within a specific area.

Observations:

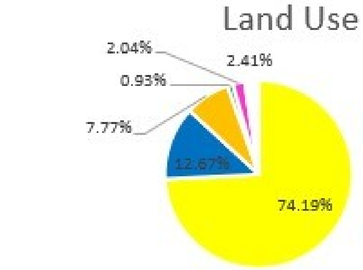
1.The area is dominated by residential **land use** (yellow), featuring a fine-grained, dense parcel fabric
2.Commercial activity (blue) is heavily concentrated along the periphery, particularly following the alignment of FC Road and JM Road
3.Significant Institutional/Public spaces (green) are clustered in the northern and central-eastern sections.A natural water body or canal traverses the western side of the precinct

Kamala Nehru Park

Balbhim Mandir



Deccan Gymkhana



Existing land use map by PMC (2007)

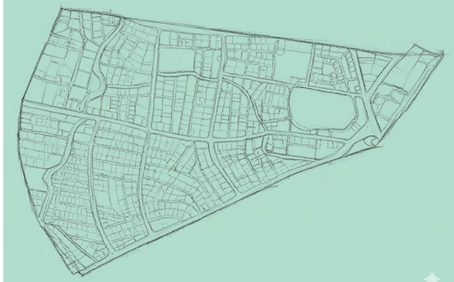
Inferences:

1. The "ribbon" development of blue plots suggests high commercial value and pedestrian-heavy corridors on the main roads.
2. The mix of red (Public/Semi-public) and green suggests a well-served neighborhood with social infrastructure.
3. The irregular, smaller plot sizes in the interior indicate an older, established residential core with high-density living.

Land- Use Category	No. of Plots
Residential	801
Commercial	141
Public – Semi Public	19
Mixed Use	79
Recreational	16

EXISTING LAND USE | 3

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

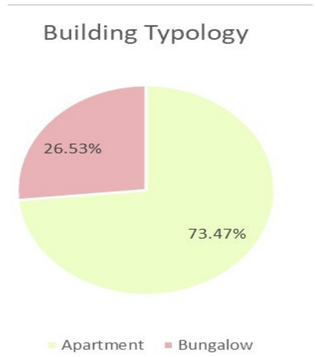
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

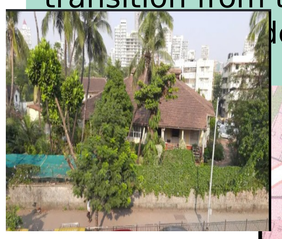
Presented By :
Yashasvi Patil
(622514081)

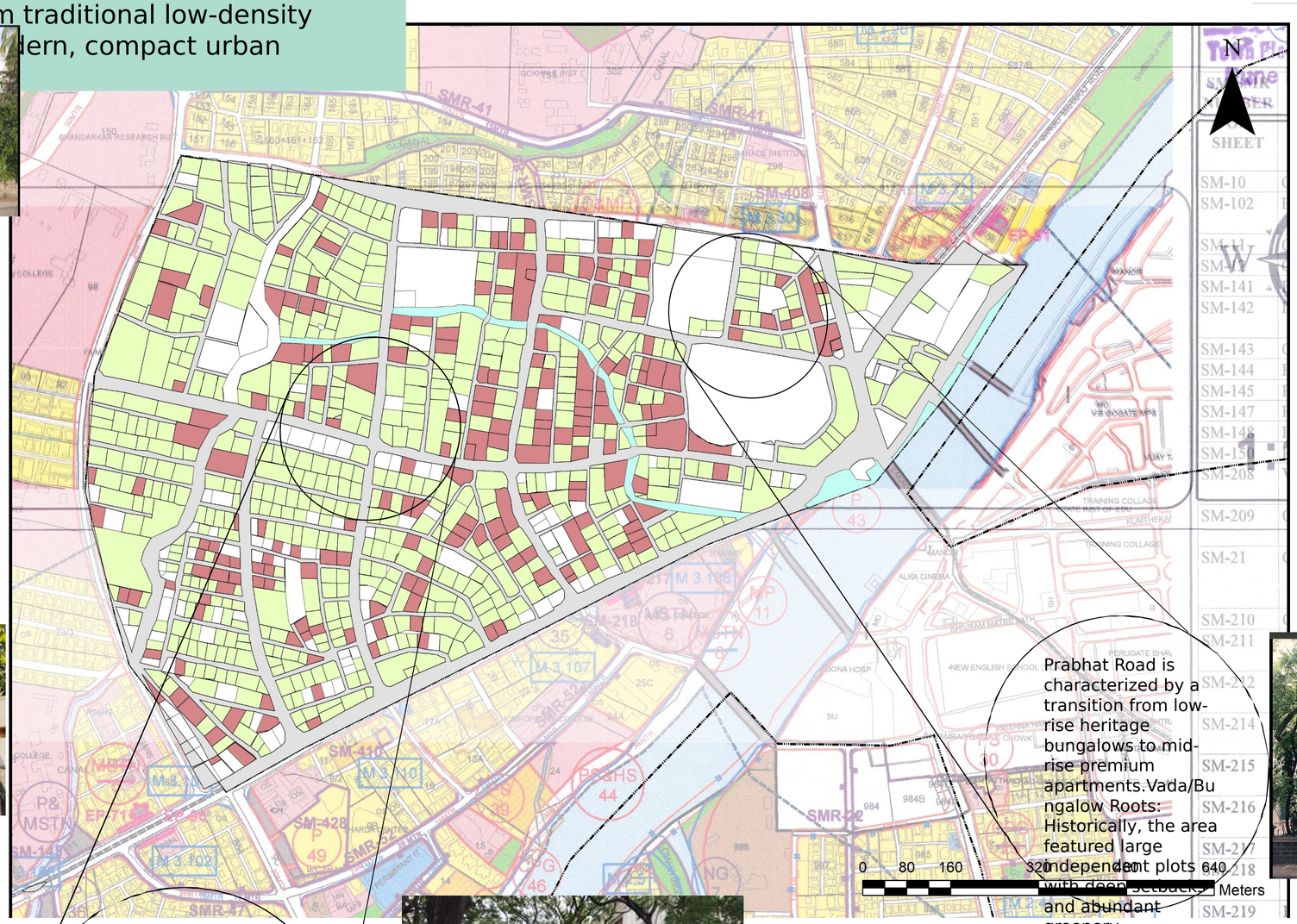
HOUSING TYPOLOGY

Housing typology evolution: heritage bungalows in Deccan Gymkhana, green-oriented societies around Kamala Nehru Park, and redeveloping apartments in Erandwane. The integration of green spaces, public/semi-public facilities, and commercial corridors ensures a balanced urban
ecosystem, reflecting the city's transition from traditional low-density
dern, compact urban

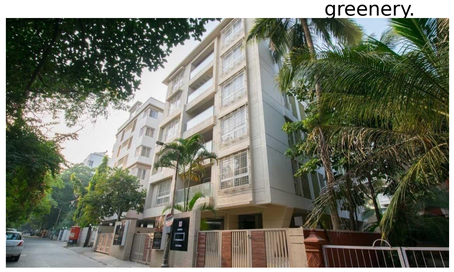
Housing Typology	No. of Plots
Apartment	661
Bungalow	239
Commercial	88
Institutional	8
Recreational	15







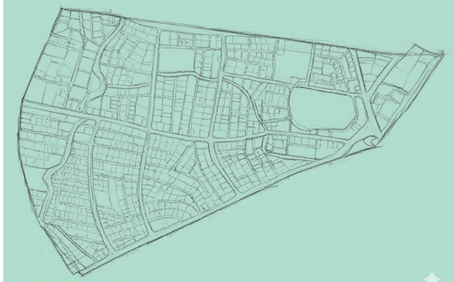
Redevelopment Trend: Most current housing consists of G+4 to G+7 standalone apartment blocks. These are typically "redeveloped" projects where a single bungalow was replaced by 6–12 luxury flats.Institutional Influence: The typology is also influenced by the proximity to the FTII and various research institutes, leading to a mix of high-end residential use and quiet, colonial-era institutional



Prabhat Road is characterized by a transition from low-rise heritage bungalows to mid-rise premium apartments.Vada/Bungalow Roots: Historically, the area featured large independent plots with deep setbacks and abundant greenery.

HOUSING TYPOLOGY	4

Planning and Design Studio-II



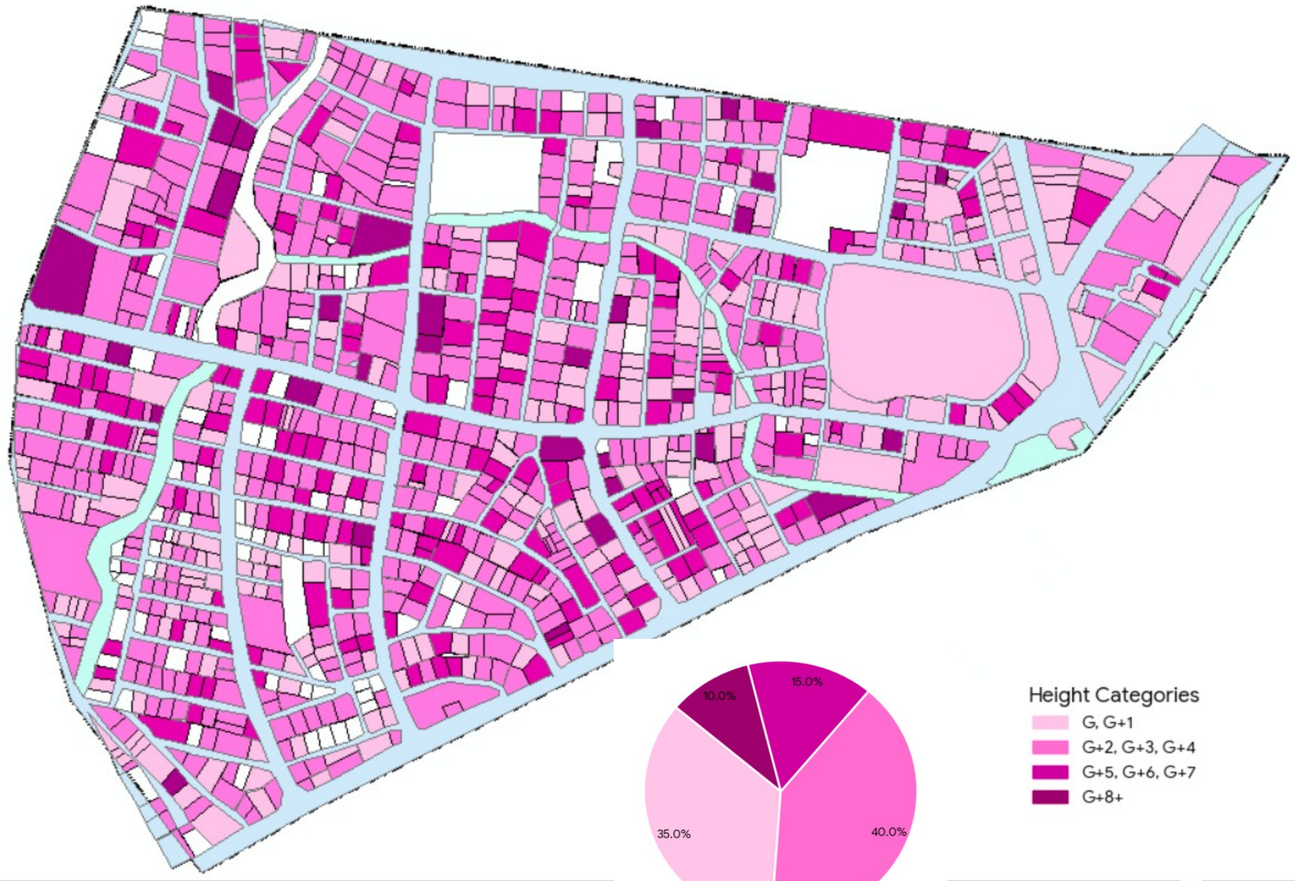
Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Yashasvi Patil(622514081)
Rounak Singh (622514050)

BUILDING HEIGHT

- **Low-rise heritage housing** (bungalows) maintains cultural identity in Deccan Gymkhana.
- **Mid-rise apartments** dominate Kamala Nehru Park, balancing density with green space.
- **High-rise redevelopment** is most visible in Erandwane, showing Pune's shift toward compact urban forms.
- Overall, the area reflects **layered vertical growth**: from 1–2 floor bungalows to 10–12 floor apartments, ensuring diversity in housing options and density.

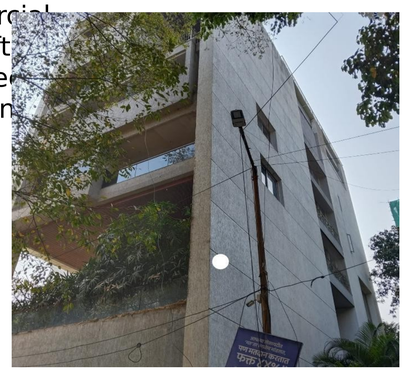


URDPFI Guidelines (National Level)While UDCPR is the law in Maharashtra, URDPFI provides the advisory benchmarks used for long-term strategic planning and infrastructure sizing.

Height-to-Road Ratio: URDPFI recommends that the height of a building should not exceed 1.5 times the sum of the road width and the front setback to ensure adequate light and air (ventilation) reaches the street level.

High-Rise Definition: URDPFI generally classifies any building above 15 meters (approx. G+4) as a high- rise, triggering mandatory requirements for dual staircases, fire lifts, and a 6-meter wide peripheral open space for fire tender movement.

Commercial Zones: For commercial oft spe den



The "36-Meter" Rule: Recently, the Maharashtra government reinstated a height allowance of **36 meters** (approx. G+11 or 12) for redevelopment projects on roads that are **12 meters wide** or less, excluding the 6-meter parking floor from the height calculation.

FSI Variations: Base FSI in Pune is typically around **1.1**, but in **Transit-Oriented Development (TOD)** zones, it can go significantly higher, which directly drives the high-rise redevelopment.

Infrastructure Impact :

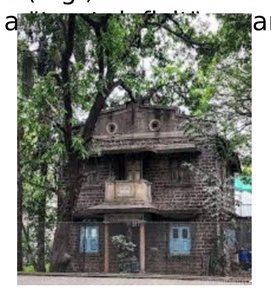
Population Density: Redevelopment often leads to a massive surge in local density. *"Redevelopment projects aim for modernization but place immense pressure on existing water supply, drainage, and electricity grids."*

Parking & Congestion: while heights increase, road widths often remain static (e.g., 6m–9m interior lanes), leading to increased traffic congestion and a [illegible] regarding parking availability in newer co[illegible]

Historical vs. Modern Typology:

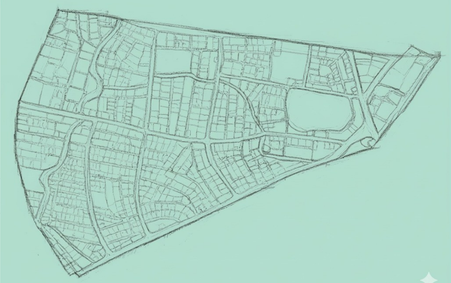
Heritage (Pre-1950s): Detached G+1 bungalows, colonial influence, "spider-web" street patterns characteristic of the Deccan Gymkhana Co-operative Society (the first in Maharashtra).

Modern (Post-2020): Vertical "MDU" (Multi-Dwelling Units), high-density gated towers with fire-safety requirements like dual staircases and 6m peripheral open spaces for fire tenders.



BUILDING HEIGHT | 5

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

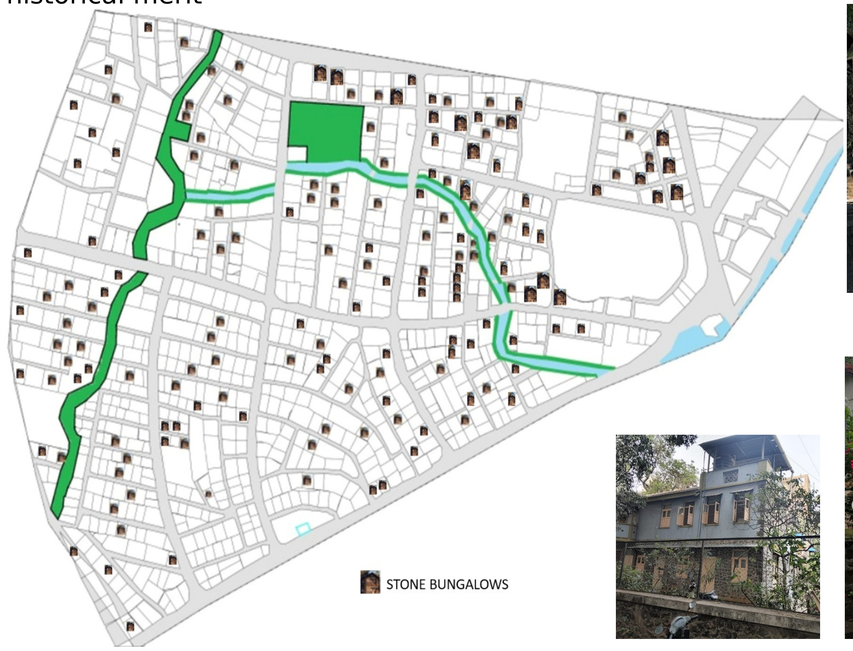
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

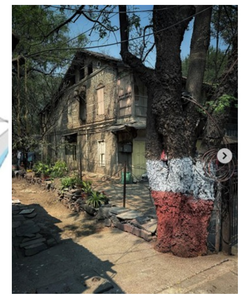
Presented By :
Anmol Sontakke
(622514010)

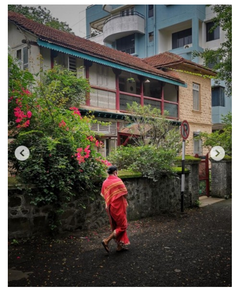
STONE BUNGALOW, SET BACKS, OWNERSHIP TYPF

STONE BUNGALOW

Low-rise scale: Mostly 1–2 storey bungalows with sloping or flat roofs, set back modestly from tree-lined streets.
Cultural value: Built by local elites and architects like U.M. Apte (stone-faced designs) and G.M. Apte & Sons (modernist bungalows). Many structures remain undocumented or unlisted despite aesthetic and historical merit







SET BACKS

Setbacks allow **natural light and ventilation** into buildings. Provide **privacy** between neighboring properties.
Almost every plot has a setback.

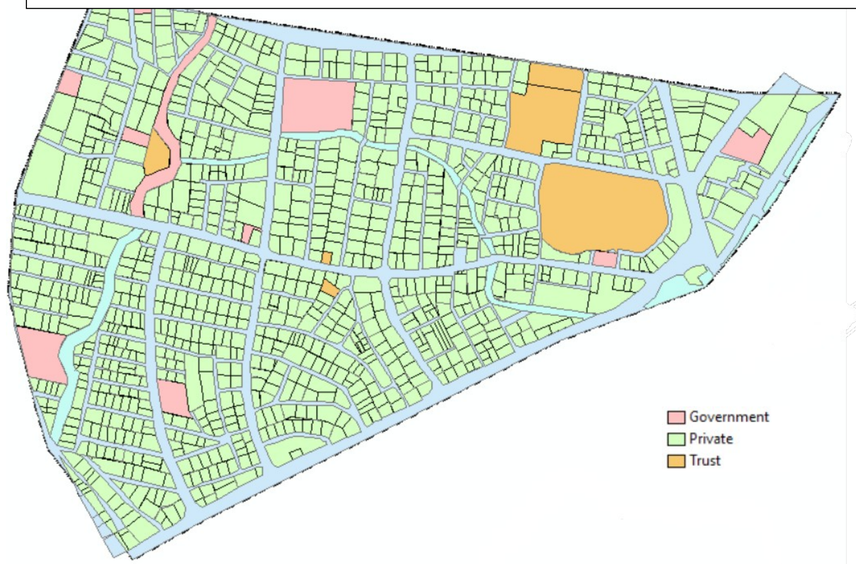
Technical Rule: Setbacks vs. Building Height

- **Marginal Open Space (Side/Rear):** For buildings up to **15 meters** (approx. G+4), a minimum of **3 meters** is usually required.
- **Front Setback:** This is strictly linked to the width of the abutting road. For a standard **12m wide road**, the front setback is generally **6 meters**. This ensures space for future road widening and public utilities

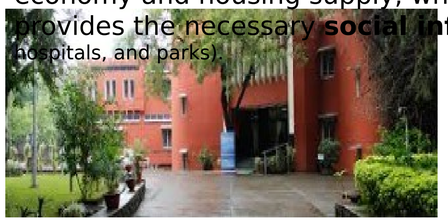
OWNERSHIP

Ownership Categories

- **Private Ownership :** These represent individual or residential society plots. They are the most dynamic areas, currently undergoing rapid **vertical redevelopment** as owners utilize "Premium FSI" to convert older bungalows into multi-story apartments.
- **Trust :** These are owned by educational, social, or sports trusts. In Deccan Gymkhana, these large land parcels act as **"Urban Anchors,"** preserving low-density pockets and significant green cover that the private sector cannot provide.
- **Government :** These plots are reserved for administrative, public utility, or national heritage purposes. They are strictly regulated and typically have the **lowest ground coverage**, providing essential open space to the neighborhood.

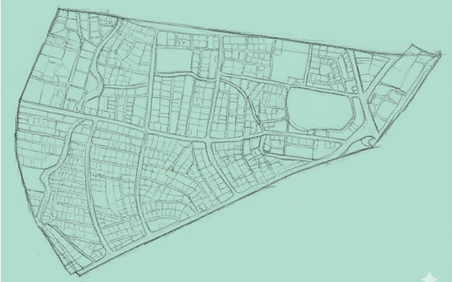


Redevelopment Potential: Private plots are fragmented and often small, leading to "piecemeal" redevelopment. In contrast, large Trust-owned lands allow for **campus-style planning** with integrated open spaces.
Public Realm Impact: The high concentration of Institutional and Government land in this area is why Deccan Gymkhana feels "greener" and more open than other high-density parts of Pune. These owners act as custodians of the area's **environmental health**.
Market Dynamics: Private land ownership drives the local economy and housing supply, while Government/Trust land provides the necessary **social infrastructure** (schools, colleges, hospitals, and parks).



SETBACKS AND OWNERSHIP | 6

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Anmol Sontakke
(622514010)

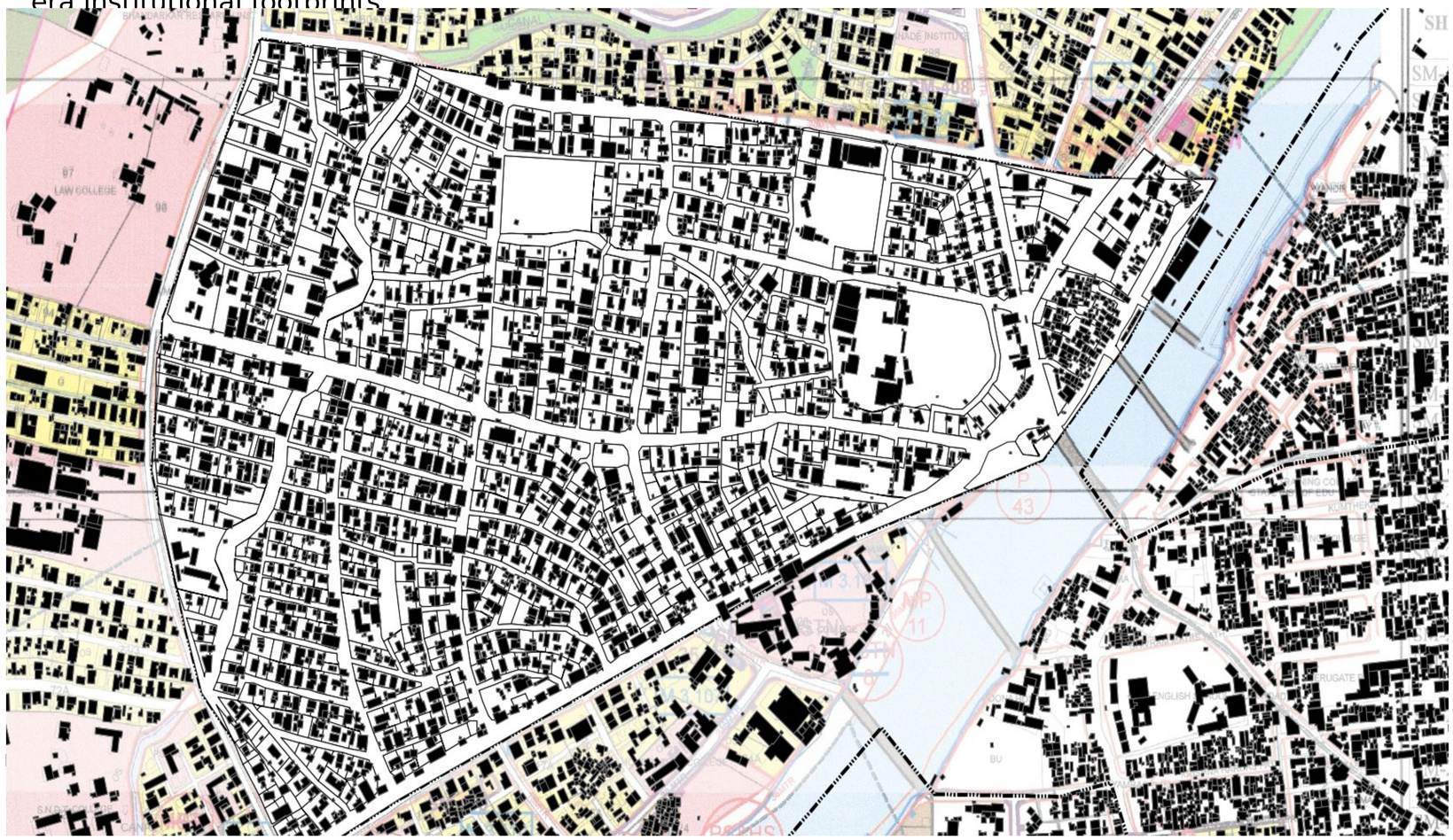
FIGURE GROUND MAP

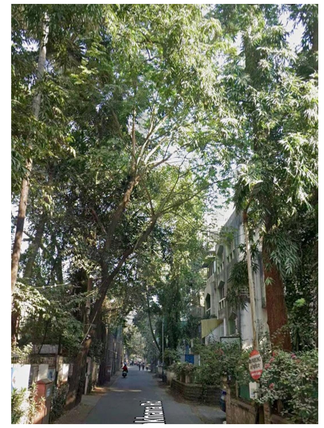
Building Typology on Prabhat RoadPrabhat Road is characterized by a transition from low-rise heritage bungalows to mid-rise premium apartments.Vada/Bungalow Roots: Historically, the area featured large independent plots with deep setbacks and abundant greenery.Redevelopment Trend: Most current housing consists of G+4 to G+7 standalone apartment blocks. These are typically "redeveloped" projects where a single bungalow was replaced by 6–12 luxury flats.Institutional Influence: The typology is also influenced by the proximity to the FTII and various research institutes, leading to a mix of high-end residential use and quiet, colonial-era institutional footprints.

Year	Population
1991	11803
2001	12909
2011	14675

Source : *https://www.pmc.gov.in/en/b/city-census-population*

The population for the Prabhat Road area shows a steady, linear growth, increasing from 11,803 in 1991 to 14,675 in 2011. Unlike high-density urban spikes seen elsewhere in Pune, this area's distinct bungalow-heavy and low-rise apartment typology limits rapid vertical expansion.By using the Arithmetic Projection Method, you are assuming a constant absolute increase per decade. This is the most appropriate choice for "mature" or "saturated" residential precincts like Prabhat Road, where established building footprints and heritage constraints prevent the exponential growth often found in developing suburbs.

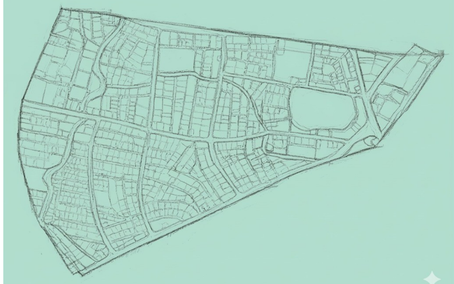




This **figure-ground map** illustrates the urban evolution of Pune's Prabhat Road. The **coarse-grained blocks** represent traditional, low-density **bungalows** with ample open space, reflecting the area's colonial-era heritage. In contrast, **highly fragmented, dense clusters** signify recent **redevelopment**, where vertical apartment complexes maximize ground coverage. This visual contrast highlights the shift from garden-suburb tranquility to a modern, intensified urban fabric

FIGURE GROUND MAP 5

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Rounak Singh
(622514050)

PUBLIC TRANSPORTATION INFRASTRUCTURE

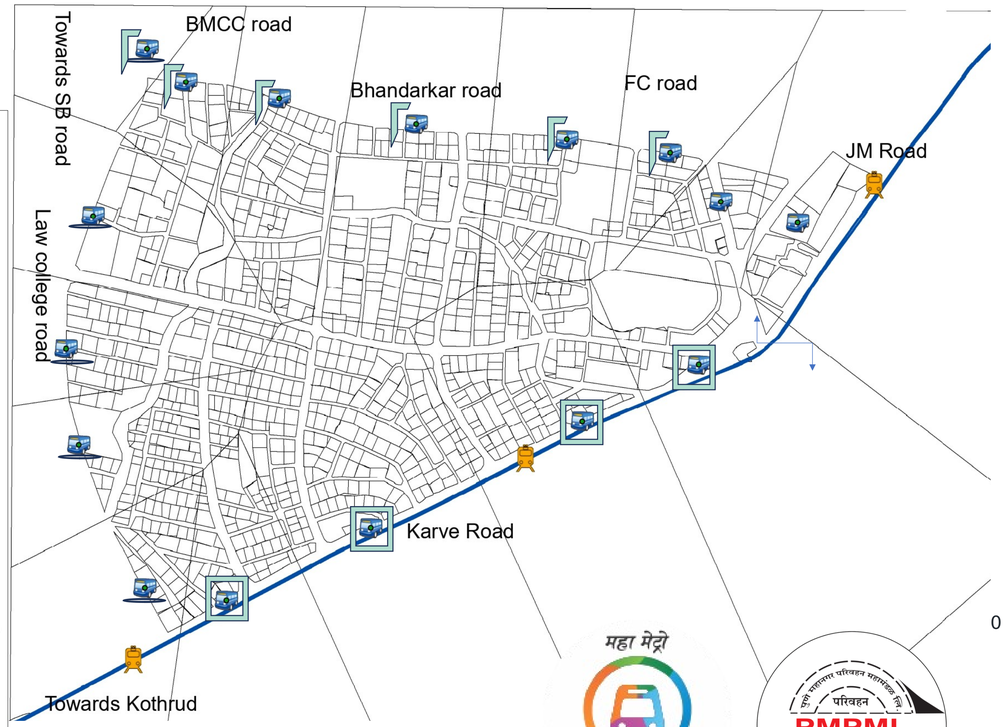
Services run daily from **06:00 AM to 11:00 PM**. Trains arrive every **6 minutes** during peak hours (08:00–11:00 AM, 04:00–08:00 PM) and every **10 minutes** otherwise., Aqua line **Vanaz–Ramwadi** route (14.5 km) takes 37 minutes.

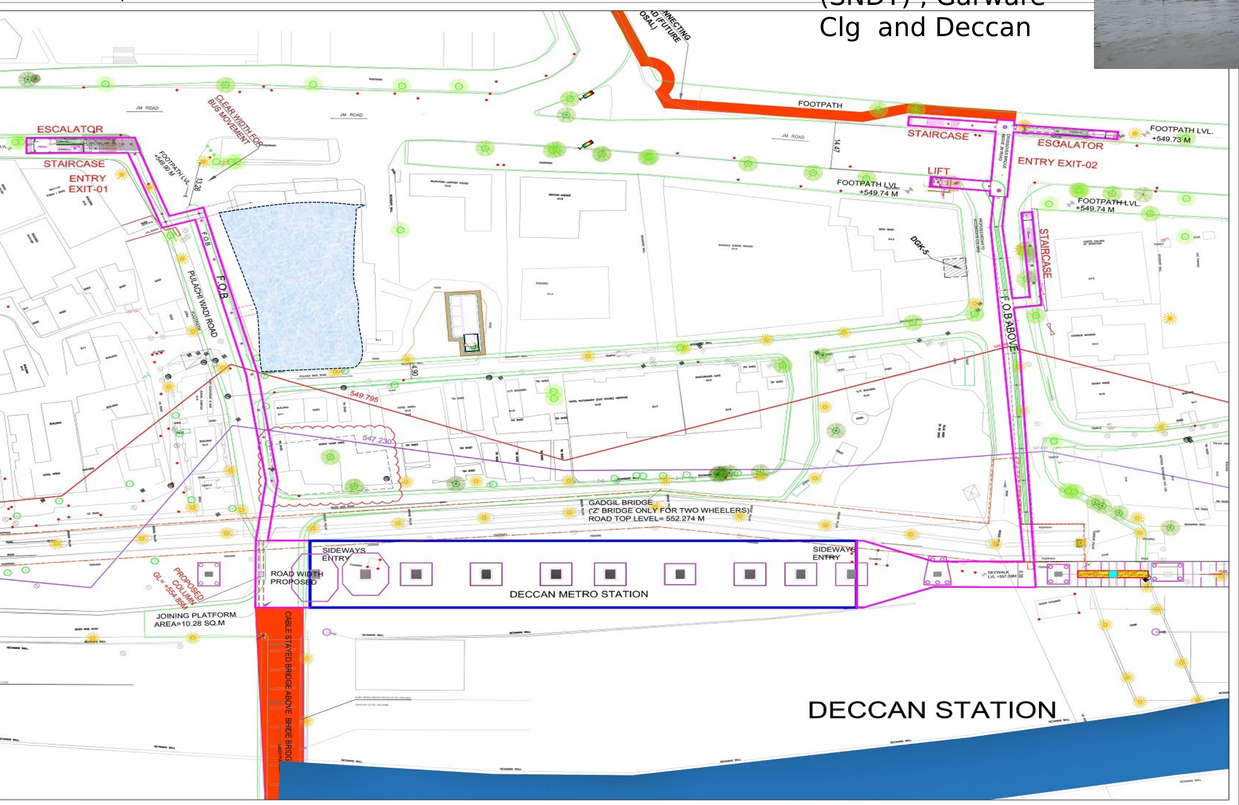
Station Core: The central platform area is located adjacent to the **Z-Bridge (Gadgil Bridge)**, which is restricted to two-wheelers. integration with the surrounding urban landscape

Accessibility: Two major **Foot Over Bridges (FOBs)**, marked in pink, provide pedestrian access via a network of **escalators, staircases, and lifts** (Entry/Exit 01 and 02).

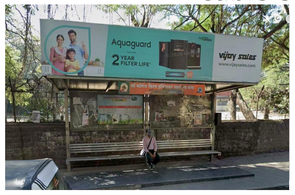
the station is 26m high, 28m wide and 140m long. Its design is inspired by the *Mavala Pagadi* (turban).

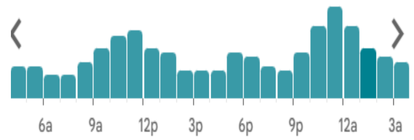
Interchanges at major stands like Shivajinagar or Swargate for farther areas (e.g., Katraj, Hadapsar, Kharadi, Nigdi, or airport via route. Fuel type of Buses CNG (Non-AC) or Electric (AC). Nearest depots Kothrud and Ma.Na.Pa. 3 metro stations Nal Stop (SNDT) , Garware Clg and Deccan





The **Baba Bhide Bridge** (Bhide Pul) is a critical low-level causeway in Pune that is currently being transformed by the construction of a new **Foot Over Bridge (FOB)** by Maha Metro 150 m cable-sta

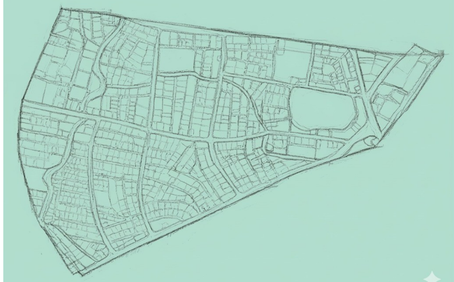




Renovation: The stand was recently upgraded as part of a "design studio project," featuring improved signage and passenger information boards. It serves as a critical interchange point for routes

TRANSPORTATION & MOBILITY 09

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

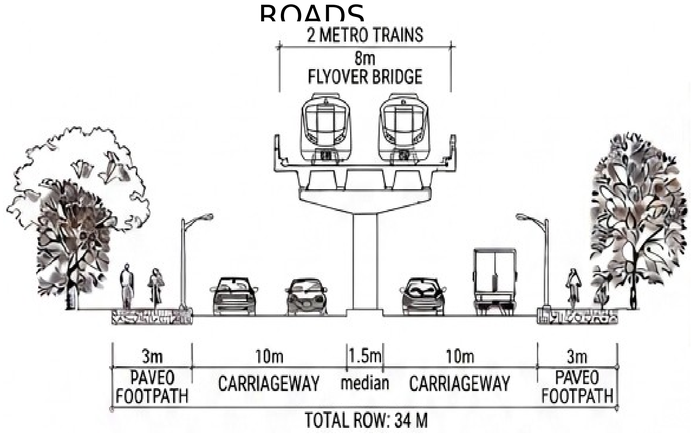
- Thiessen polygons of bus stops intersected with base map for defining area of influence
- Key technical set-up map of the junction
- Pedestrian flow modelling + metro bus corridor.

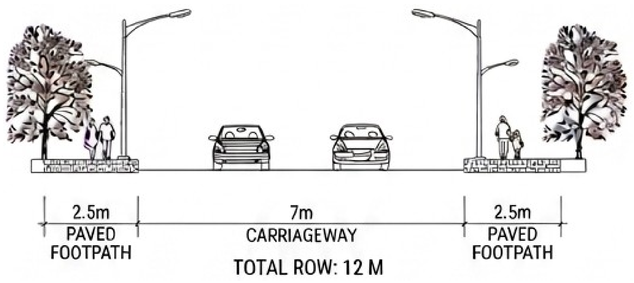
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

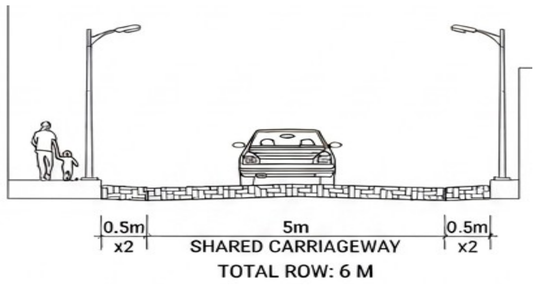
Presented By :
Rounak Singh
(622514050)
Yashasvi Patil
(622514081)

TRANSPORTATION

CROSS-SECTIONS OF ROADS







Arterial Road – Karve Road

Collector Road : Prabhat

Bhandarkar Road

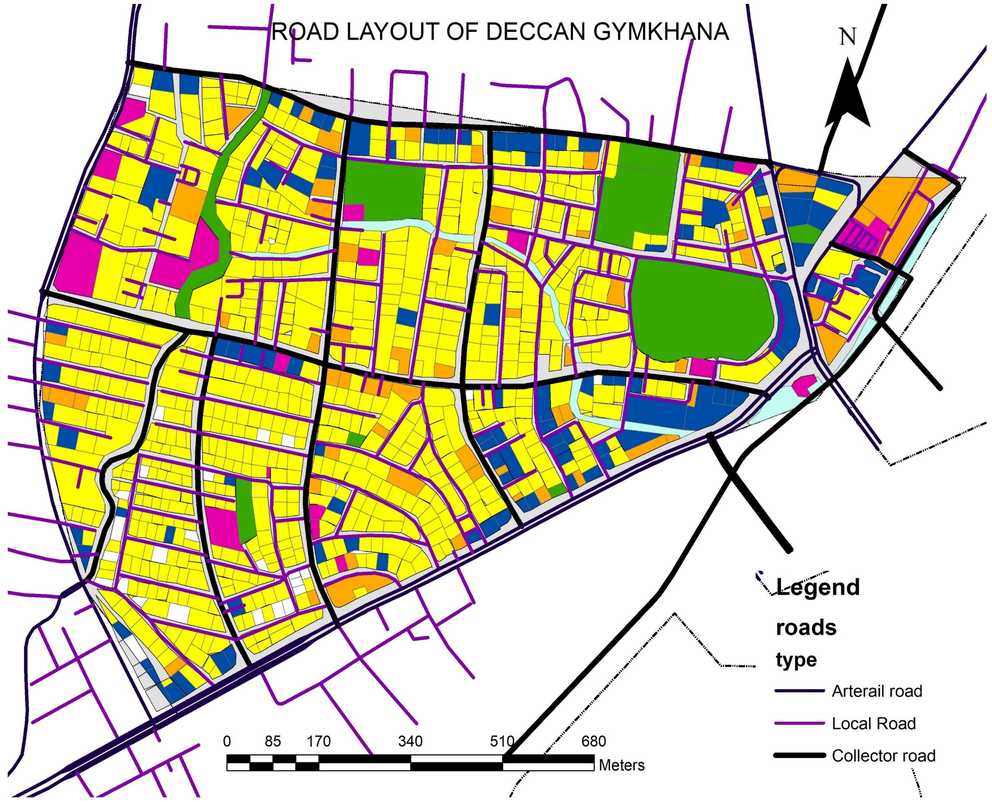
Lane no. 15

There are Three Main Junctions In Deccan Gymkhana area, namely 1. Deccan Corner Junction 2. Goodluck Chowk 3. Garware College Chowk

Deccan corner

Goodluck Chowk

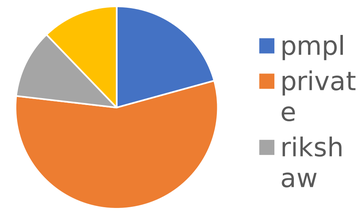
Garware Chowk

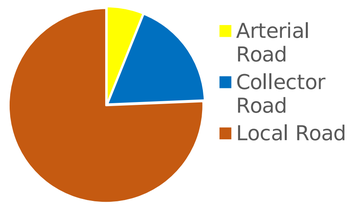


Type of road	Description	width	example
Arterial road	Main roads for quick movement of Traffic through urban areas	30-36m	Karve Road , Law college road
Collector Road	Connector between Local road and Arterial road	10-15m	Bhandarkar road, Prabhat road,DR.Ketkar road,
Local Road	Paths to Buildings	7-8m	Lane no

Observations

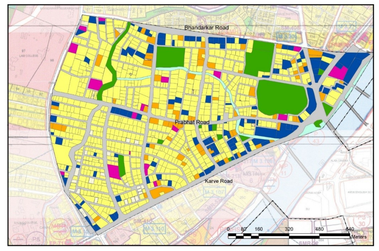
1. The Area is known for its green roads
2. Discontonous and enchrochment of footpaths by vendors and food stalls
3. Even/odd parking is provided at very few places
4. Water stagnation on roads during mansoon symbolize poor drainage during overload
5. [illegible]d roads connected to multiple plots at a time





Transport - Road Inventory 11

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Veena Khalane
(622514076)
Ajay Kore
(622514006)

TRANSPORTATION

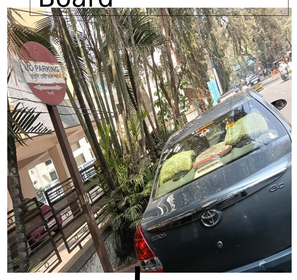
The image shows Lane no. 15 area in front of Swami Vivekananda school and Symbiosis school. P1/P2 parking system is provided by showacasing sign boards but not followed and cars are parked on both sides of road despite having a child sensitive area

Lane following P1/P2 Parking system as vehicles are parked on only one side of raod according to date

No parking sign followed

Sign board outside hirvai udyaan

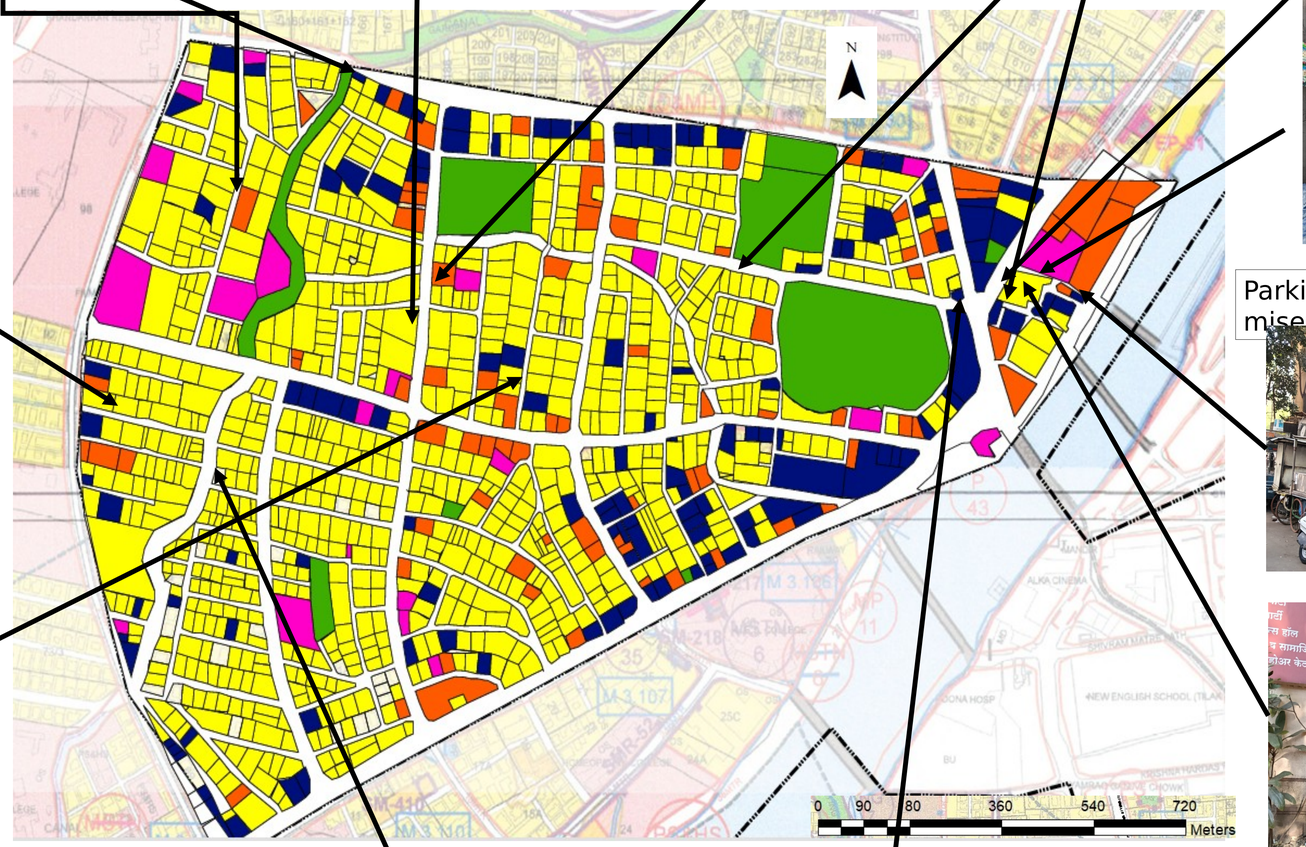
Parking exactly under No Parking Board



Enchrochment on collector road by street vendors , parking of employees,visitors in commercial building .

Here, some officials are digging road and handling cables of some purpose

Enchrochment by food stalls on footpaths



Parking and Selling un miserable way

1. Footpaths

- Surface Material: Primarily interlocking pavers on arterial roads (F.C. Road/J.M. Road)
- Obstruction : High density of utility poles and transformer boxes at few places. Overgrown tree roots lift the pavers and cause breakage of footpath at many spots .Enchrochment is seen majorly.
- Universal Accessibility : Presence of curb ramps at amjor junctions often blocked by parking

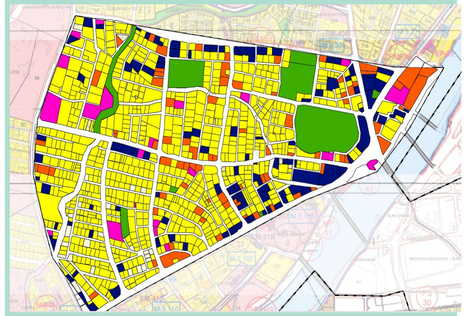
No sign boards about Parking hence vehicles are parked randomly on road on both sides . Road name : DR.Shripathi Shashtri road

STRRET LIGHTS
High mast LED lighting on main roads: standard pole mounted LEDs in lanes . Footpath illumination is often blocked by thick tree canopies . There are insufficient street lights in some internal lanes .

TRANSPORTATION & MOBILITY

10

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Veena Khalane
(622514076)
Preet Sherkhane
622514043

EDUCATION FACILITES

Educational Infrastructure

School

Colleges

Primary Schools

Anganwadi/ Pre-primary Higher secondary schools

Polytechnic / Skill centres

Libraries & study centres

Universities

Coaching institutes (in urban studies - optional)

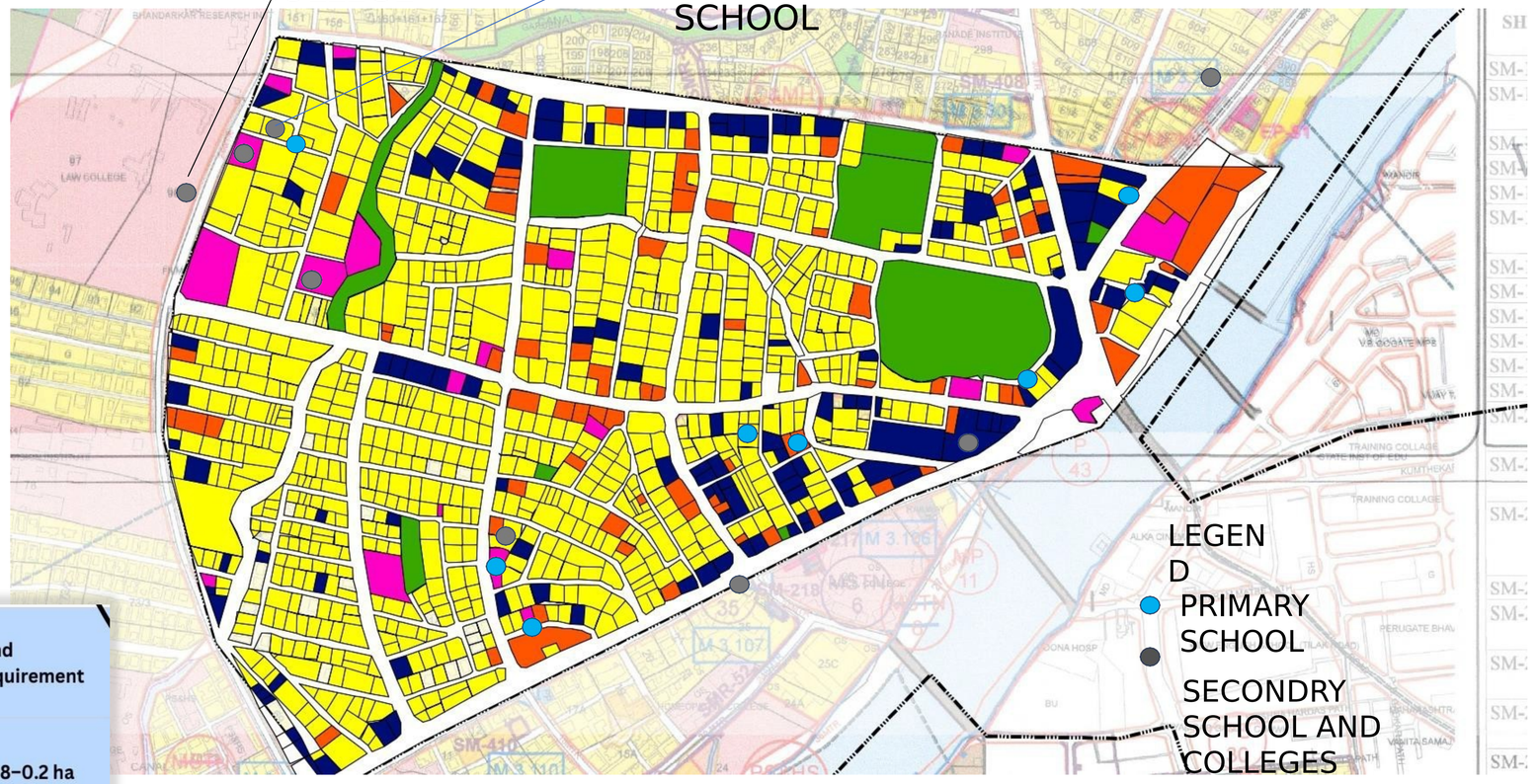
- URDPFI NORMS

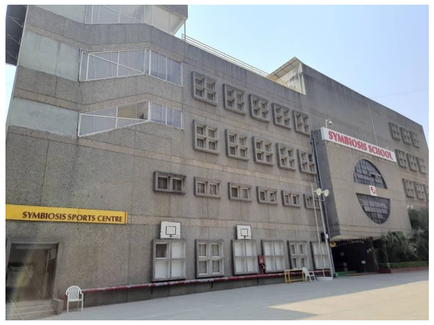
Facility Type	Population Norm	Walking Distance	Land Requirement
Pre-Primary School	2,500–4,000	0.5 km	0.08–0.2 ha
Primary School	5,000	1 km	0.4–1.0 ha
Secondary School	7,500–10,000	1.5–3 km	1.0–2.0 ha
Senior Secondary	10,000–15,000	3–5 km	1.5–2.5 ha
College	1 lakh+	5–10 km	5–10 ha

ILS LAW COLLEGE

PANDITRAO AGASHE SCHOOL

FERGUSSON COLLEGE





SYMBIOSIS SCHOOL

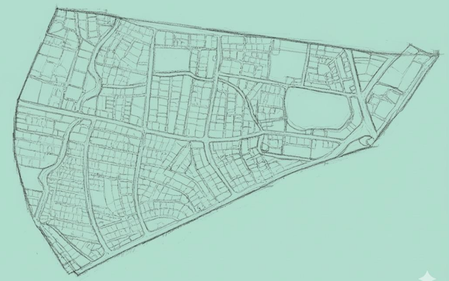
GARWARE COMMERCE COLLEGE

VIMLABAI GARWARE

ACTIVITY MAPPING

11

Planning and Design Studio-II



Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Yadnesh Watane(622514079)

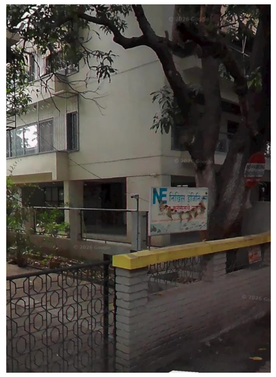
HEALTHCARE FACILITES

- Deccan Gymkhana area has good healthcare infrastructure with hospitals, clinics and pharmacies.
- Nearby major hospitals like Sahyadri Super Speciality Hospital provide advanced medical facilities.
- The area has many private clinics and have regular health check-ups.
- Pharmacies and medical stores are easily available in the area.

URDPFI NORMS

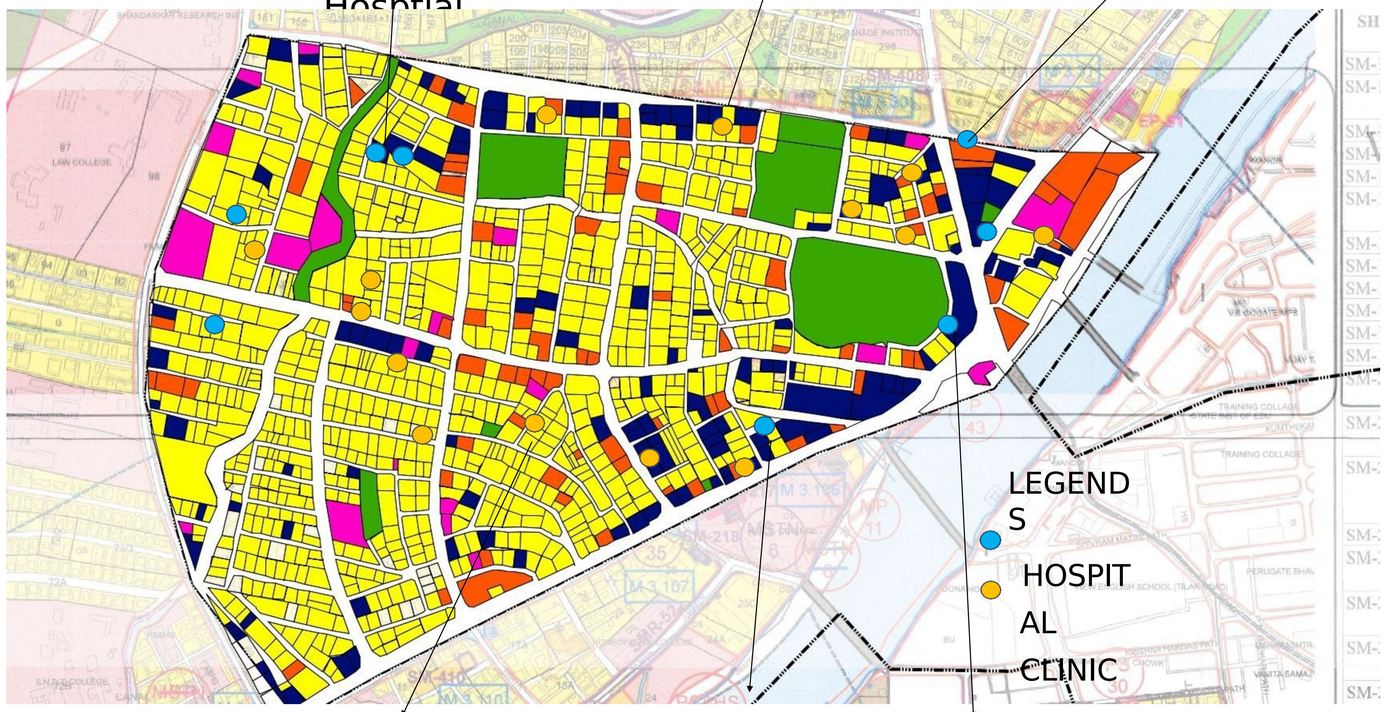
Facility Type	Population Norm	Walking Distance	Land Requirement
Sub-Centre / Health Post	5,000	1 km	0.05–0.1 ha
PHC / Urban Health Centre	25,000	2–3 km	0.2–0.5 ha
CHC	100,000	5 km	1–2 ha
District Hospital	5,00,000+	5–10 km	5–10 ha
Specialty Hospital	City level	5–10 km	As per need
Dispensary / Clinic	10,000–15,000	1 km	0.05 ha

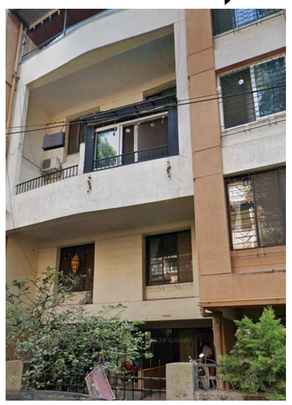
Joshi Hospital



Damal DR. vasant

Prayag Hospital





DOIPHODE CLINIC

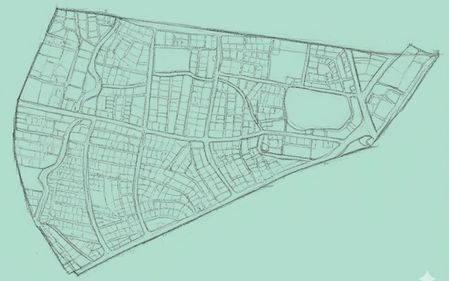
Sahyadri Hospital

Sathe Hospital

ACTIVITY MAPPING

12

Planning and Design Studio-II



Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Yadnesh Watane(622514079)

Social Infrastructure Analysis (URDPFI) – Deccan Gymkhana

Social Infrastructure	URDPFI Norm (Population Served)	Required for ~18,000 Pop	Existing in Deccan Gymkhana	Status
Pre-Primary / Nursery School	1 per 2,500	7	8–10	Adequate
Primary School	1 per 5,000	3–4	5+	Adequate
Senior Secondary School	1 per 7,500	2–3	3–4	Adequate
College / Higher Education	1 per 1.25 lakh	0–1	3+ nearby	Surplus
Dispensary / Clinic	1 per 15,000	1	15+ clinics	Highly Adequate
Intermediate Hospital	1 per 1 lakh	0	2–3 nearby	Adequate
General Hospital	1 per 2.5 lakh	0	Multiple within 3–5 km	Adequate
Community Hall / Cultural Facility	1 per 15,000	1	2–3	Adequate
Neighbourhood Park	1 per 5,000–15,000	1–2	3+	Adequate

Balbhim Mandir

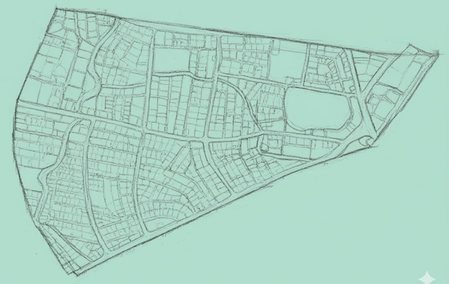
Datta Gurudev temple attracts on Thursdays

Panchalsheeleshwar Mahadev temple

Datta Mandir

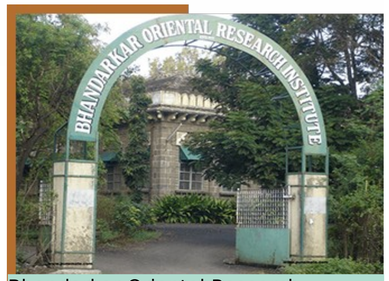
SOCIAL INFRASTRUCTURE 12

Planning and Design Studio-II



Gokhale Institute of Politics and Economics (Estd. 1930)

Abasaheb Garware College of Arts and Science (Estd. 1945)



Bhandarkar Oriental Research Institute (Estd.1917)

Fergusson College (Estd. 1885)

Film and Television Institute of India (Estd. 1960)

Ranade Institute (Estd.1910) SPPU Dept. of Journalism & Communicaton

SNDT Women University (Estd. 1916)

Indian Law Society's Law College (Estd. 1924)

Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

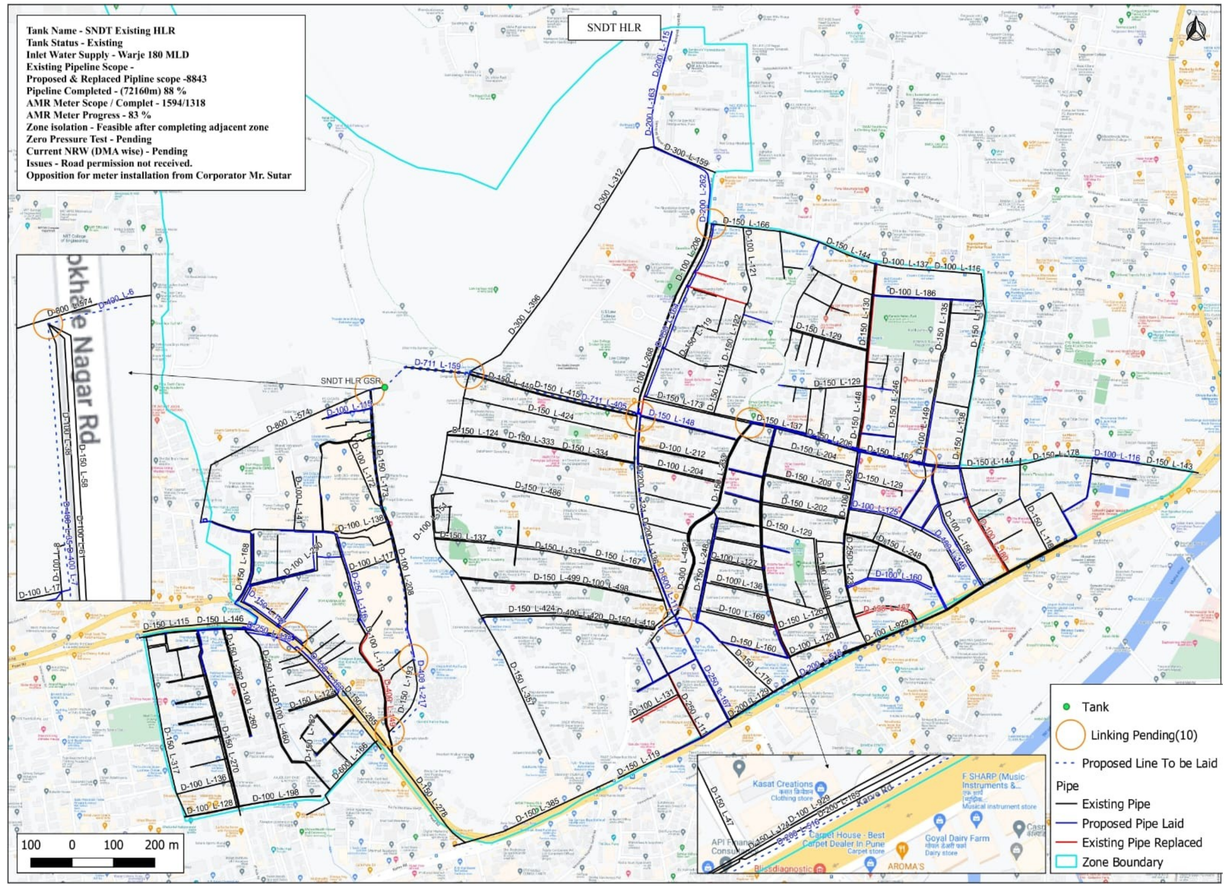
The pathways are lined with lush greenery, providing a calming atmosphere for visitors. Along the pathways, information boards are strategically placed to educate the public about nature conservation, Bijlify for electric vehicles

The National Film Archive of India (NFAI), established in February 1964 in Pune and currently part of the National Film Development Corporation (NFDC), is the premier institute for preserving India's cinematic heritage. Located on Law College Road, it maintains a massive collection of films, stills, posters, and books, along with a specialized auditorium and a research library.

Presented By :
Rounak Singh
(622514050)
Yadnesh Watane
(622514079)

WATER SUPPLY INFRASTRUCTURE

- Network Design: A meticulous grid layout following road geometries minimizes excavation. Pipelines range from 100–150 mm in diameter to optimize flow.
- Current Status: 88% of the 72,160 total pipeline length is complete. Only 8,843 of replacement work remains
- Smart Infrastructure: 83% (1,318 of 1,594) of connections now feature Automated Meter Reading (AMR) for precise leak detection and volumetric billing.Source & Hydraulic Logic
- Water Source: Raw water from Khadakwasla Dam is treated at the 180 MLD Warje Plant, ensuring compliance with BIS quality standards.
- Gravity-Fed System: The SNDT High Level Reservoir (HLR), located on a tekdi 40–50 m above the terrain, utilizes natural elevation
- Efficiency: This topographic optimization allows for 100% gravity-fed distribution, eliminating costly booster stations and reducing energy consumption.Implementation & Sustainability:
- Urban Integration: The plan respects heritage zones and tree clusters but faces delays due to pending PMC Traffic Department excavation.
- Socio-Political Hurdles: Local opposition to AMR meters emphasizes the need for better stakeholder engagement and public awareness.
- Resilience Goals: Upon completion of the Zero Pressure Test, the DMA will maintain a 7m minimum residual head, providing equitable 24*7 supply and setting a benchmark for Pune's sustainable water reforms.


Tank Name - SNDT Existing HLR
Tank Status - Existing
Inlet Water Supply - Warje 180 MLD
Existing Pipeline Scope -
Proposed & Replaced Pipline scope -8843
Pipeline Completed - (72160m) 88 %
AMR Meter Scope / Complet - 1594/1318
AMR Meter Progress - 83 %
Zone isolation - Feasible after completing adjacent zone
Zero Pressure Test - Pending
Current NRW (DMA wise) - Pending
Issues - Road permission not received.
Opposition for meter installation from Corporator Mr. Sutar
SNDT HLR
SNDT HLR GSR
Tank
Linking Pending(10)
Proposed Line To be Laid
Pipe
Existing Pipe
Proposed Pipe Laid
Existing Pipe Replaced
Zone Boundary
100 0 100 200 m

- Fall season brings significant volumes of dry leaves across road surfaces, creating a daunting collection challenge for workers. The organic matter requires additional collection rounds beyond regular waste schedules.
  - Multiple wagon rounds needed for leaf collection
  - Extended working hours during peak fall period
  - Increased fleet utilization for organic Coordination challenges with regular collection routes

353 domestic waste collection trucks operating across routes

Swayambhu Sansthan oversees operations

57 dedicated workers deployed for door-to-door collection

08:00 AM - 01:30 PM daily collection window

More tempo vehicles needed for efficient waste collection

Rs. 500 to Rs. 1,000 penalties for spitting or sanitation irregularities

Mitigating Air Pollution Efforts by PMC

Rapid Dust Suppression Vehicle (RDSV) or a Fogger

Fire station with museam

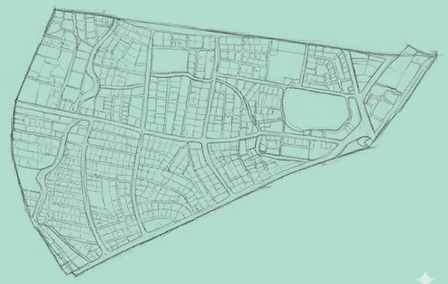
Material recovery facility processes recyclables and organic waste

Saturday transfers

Weekly collection to dumping yard coordinated for efficiency

PHYSICIAL INFRA | 13

Planning and Design Studio-II

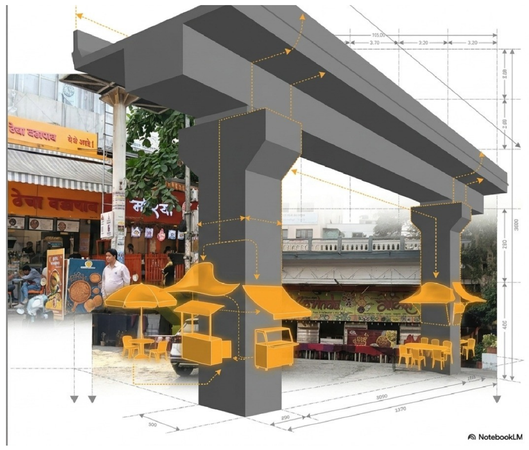


Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

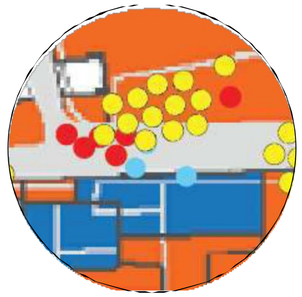
Presented By :
Rounak Singh
(622514050)

ACTIVITY MAPPING



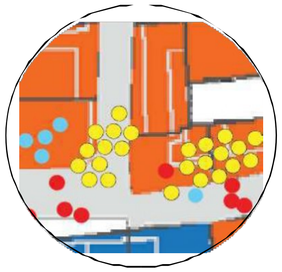
B

Iconic Goodluck Café since 1935

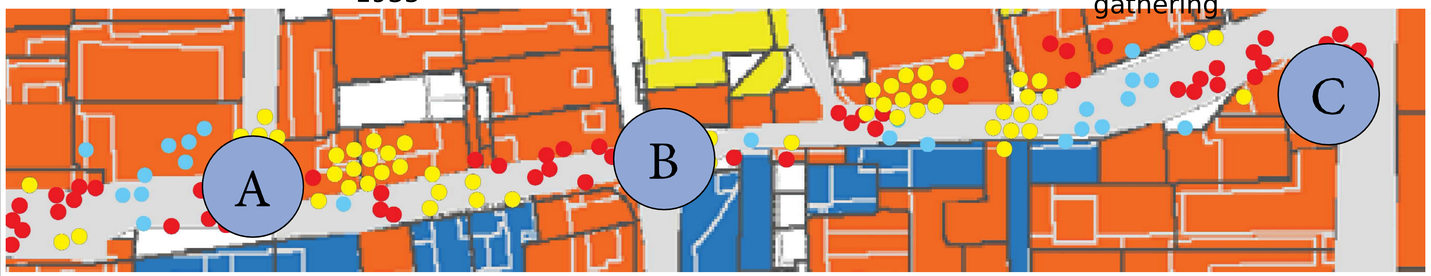


C

Kalakaar katta :flexible gathering



Commerce adapts to infrastructural voids. The flyover serves as a massive, unintentional awning. Note the material layering: vibrant tarpaulins, plastic seating, and illuminated signage ('Govinda', 'Thecha Vada Pav') physically bracketed to monolithic gray infrastructure.



Activities in the morning | Activities in the afternoon | Activities in the evening and night.

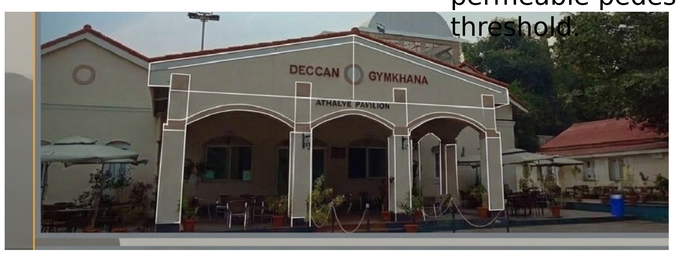
Deccan Corner, Goodluck chowk, Garware chowk

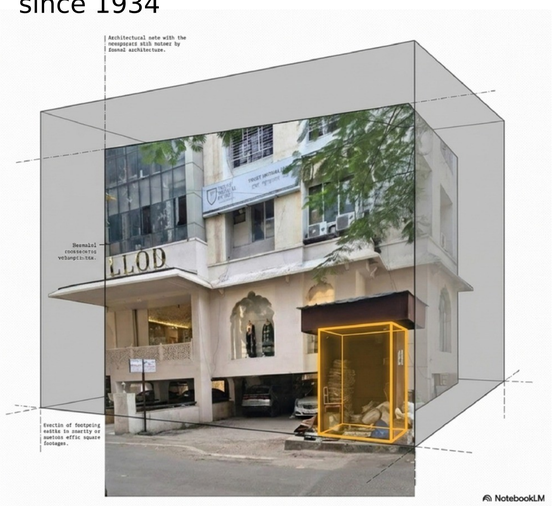
Sane Dairy with automated plant since 1934

The Crevice Economy Informal commerce actively occupies the "negative space" generated by formal architecture.The structural footprint of the newspaper stall represents maximum economic density per square meter.A physical manifestation of economic interdependence sharing a single curb.

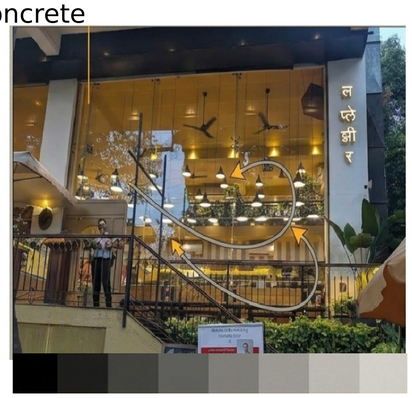
GymkhanaPreservation of structured leisure space; exclusionary membership thresholds.
Lijjat Papad:Adaptive modernization of a coop. labor hub; highly permeable pedestrian threshold.

Capital-Intensive Verticality Climate-controlled, enclosed volumes with hard spatial thresholds.Materiality: structural glass, polished steel, seamless concrete





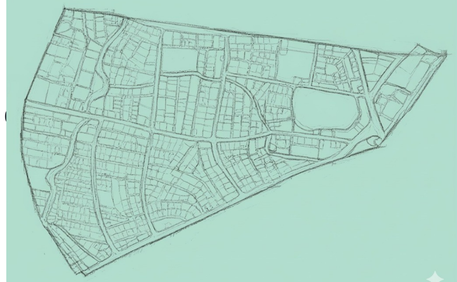
Labor-Intensive Horizontality Open-air, ground-level activity with soft,



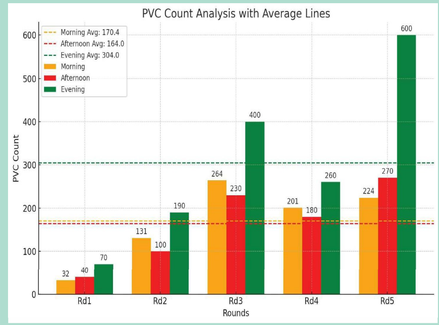
Built to invite lingering and inward exploration. The under-flyover zone functions as a temporary storage locker for the ceremonial economy. The visual friction is absolute: the ornate, intricate silver and white

ACTIVITY MAPPING | 16

Planning and Design Studio-II

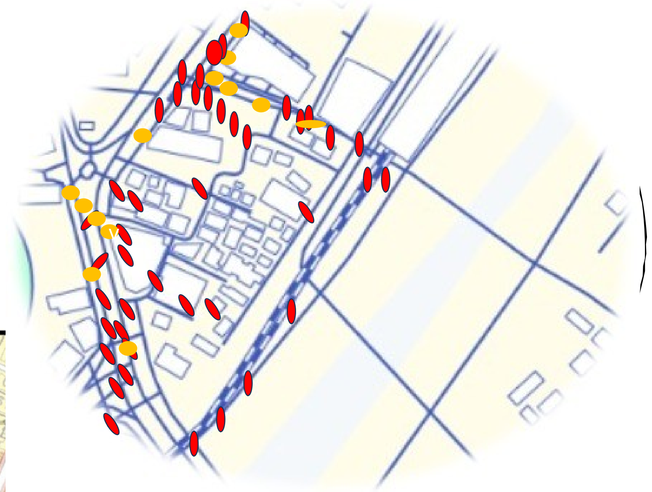


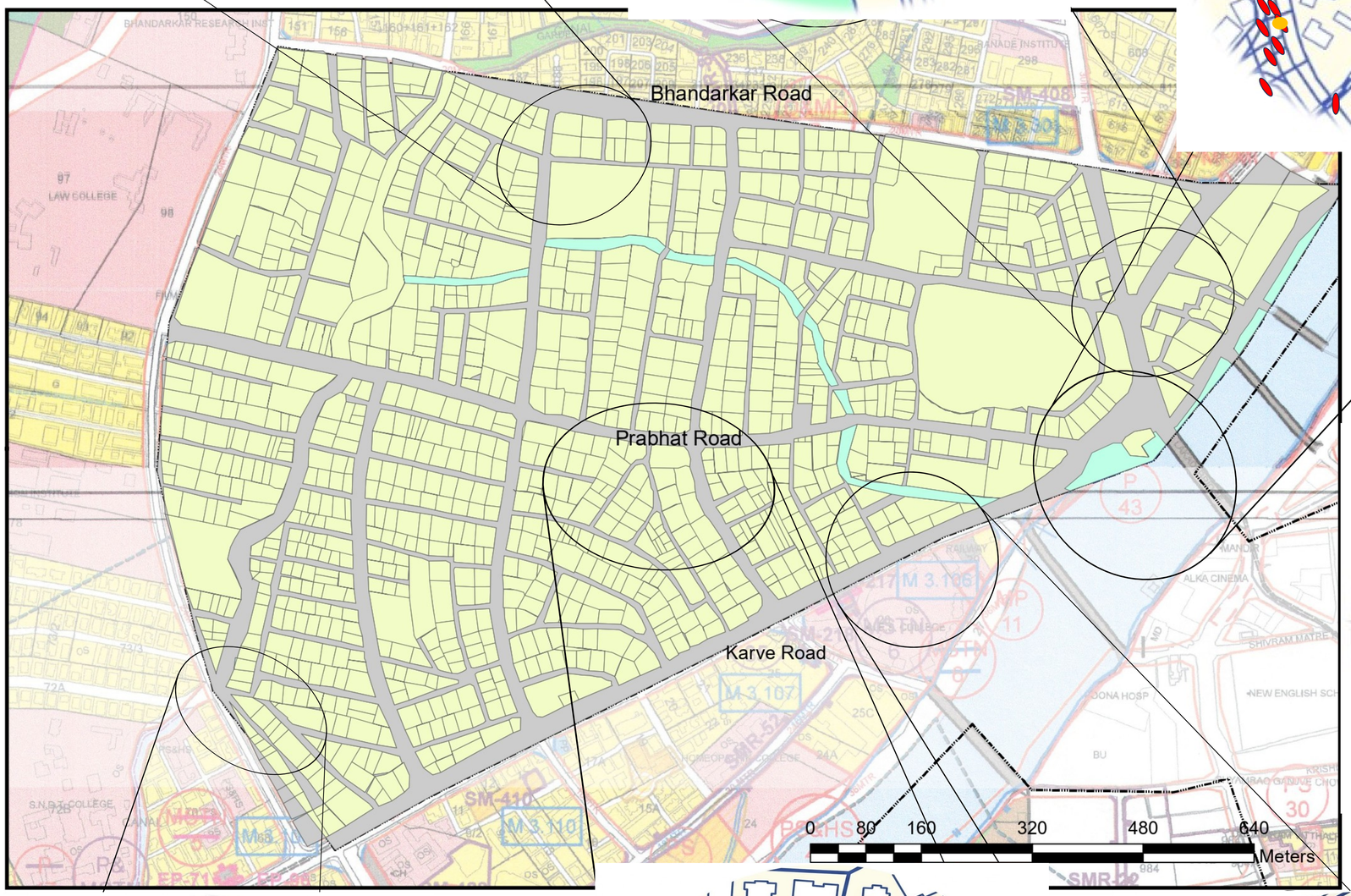
Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints



COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

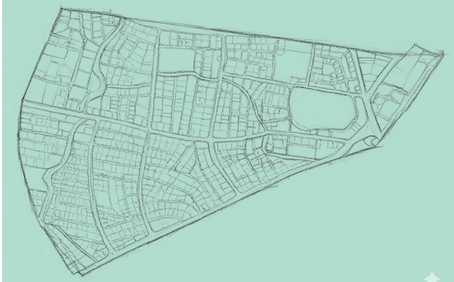
Presented By :
Yashasvi Patil
(622514081)
Rounak Singh
(622514050)





ACTIVITY MAPPING 17

Planning and Design Studio-II



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

- EVENING SURGE
- MORNING ACTIVITY

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Rounak Singh
(622514050)
Yashasvi Patil
(622514081)

KEVIN LYNCH PRINCIPLES

Deccan Gymkhana is a high-profile urban core where prime commercial high-streets and educational institutions seamlessly blend with elite residential pockets and colonial-era bungalows, creating a unique mix of high-density retail and quiet, premium living.

Area Profile & Demographics
- **Total Area:** ~1.16 Sq. Km.
- **Population (2020 Est):** ~34,500 residents.
- **Population Density**: High (~29,800 persons/sq. km).

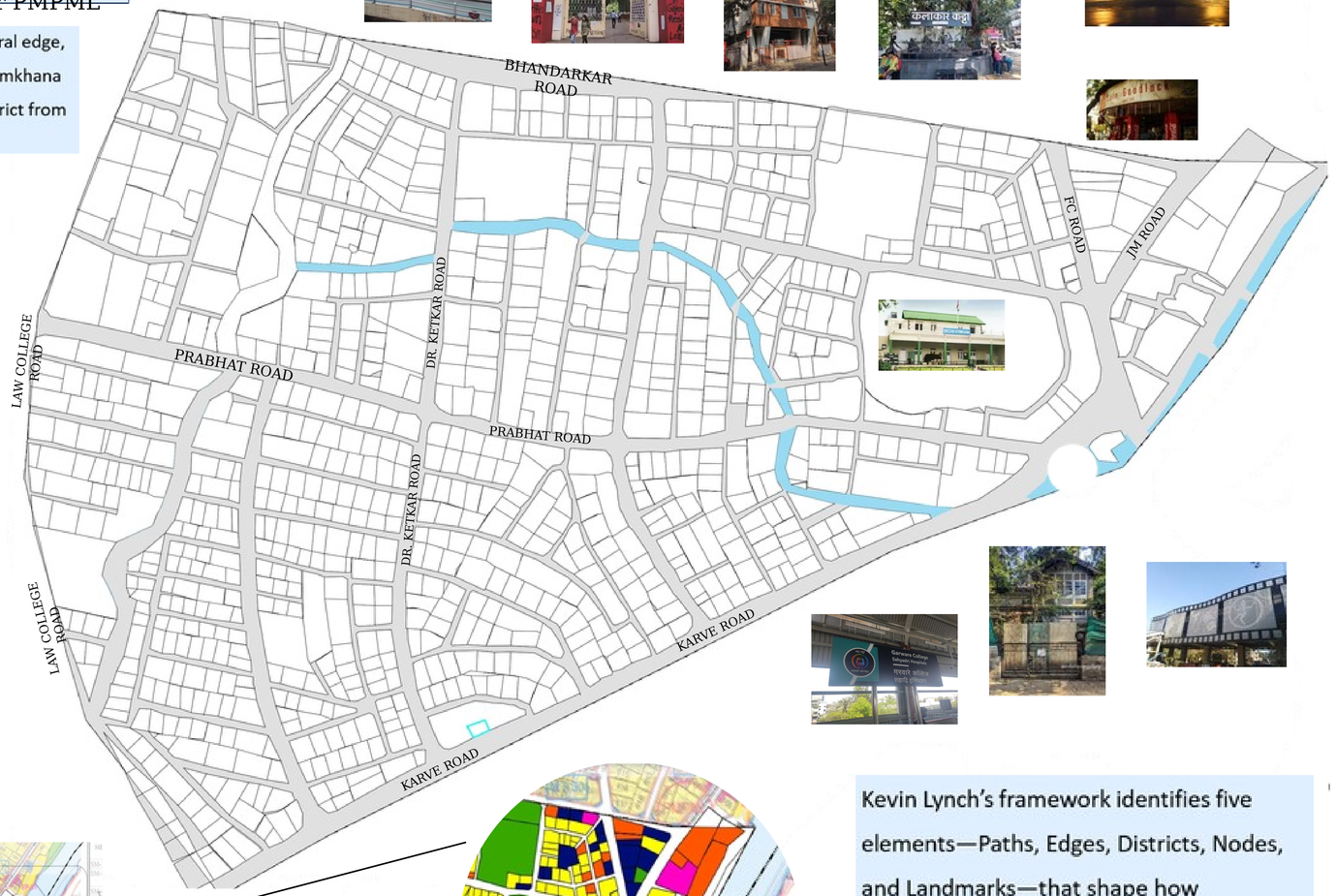
- **Major Arteries:** Karve Road, Fergusson College (FC) Road, and Jangli Maharaj (JM) Road, Bhandarkar road, Prabhat Road, Law college Road.
- **Transit Nodes:** Deccan Gymkhana Metro Station and the major PMPML Bus Hub.

The Mutha River serves as a significant natural edge, defining the eastern boundary of Deccan Gymkhana and separating the modern institutional district from the traditional Peth areas.

Kamala Nehru Park is a prominent recreational landmark in the Deccan area, providing a serene open space for joggers and families amidst the urban bustle.

NODE–Cafe Goodluck Chowk Divides Traffic into 5 Directions.

EDGE– Mutha rivers acts as the borderline for our area.



Goodluck Chowk is a vital social and commercial node in Deccan, acting as a major meeting point where F.C. Road intersects with Bhandarkar Road.

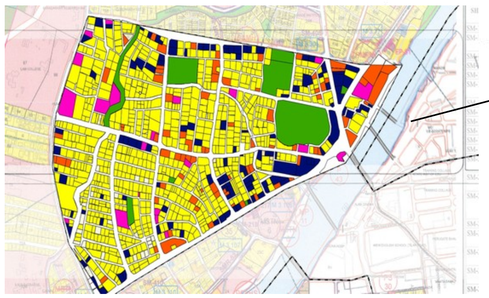
Landmark – Kamala Nehru Park

Landmark – Deccan Gymkhana

NODE–Harishchandra Mudhoji Ghodke Chowk

Landmark-National Film Archive

PATH– Highlighted path shows Prabhat Road leading towards Deccan Gymkhana

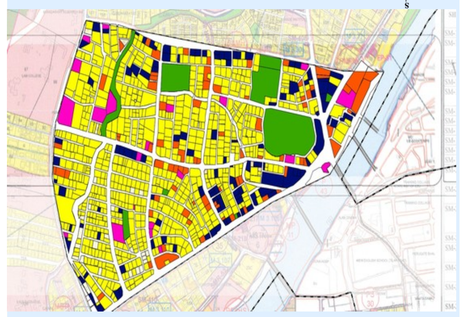


A concentrated District of high-density commercial, institutional, and mixed-use, defining the area's economic heart.

Kevin Lynch's framework identifies five elements—Paths, Edges, Districts, Nodes, and Landmarks—that shape how individuals perceive and navigate urban environments effectively.

KEVIN LYNCH

Planning and Design Studio-II



Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

MAKRAND KAMERIKAR
622514029

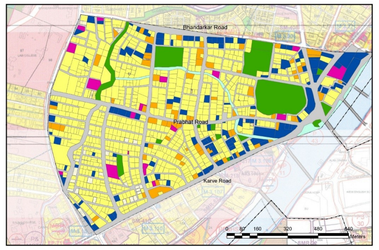
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

SWOT ANALYSIS

ANALYSIS TO ENCHROCHMENT PROPOSAL → RELIEF → RIVERFRONT DEVELOPMENT → NALA REJUNVENATION → TRANSIT-ORIENTED DEVELOPMENT

	STRENGHT	WEAKNESS	OPPORTUNITIES	THREAT
LAND USE	Prime central location with established mixed-use character. Nearly 75% of land is occupied by Residential plots creating a safe , rooted and nieghbourhood identity.	Highly fragmented ownership of smaller residential plots;feeling of preserving culture in form of old bunglows prevents development under TOD due to metro	The 2026 Metro-TOD policy allows for increased FSI (up to 4.0),developers can pool land for high-rise, mixed-use complexes. Redevelopment of slum behind deccan bus stop	Loss of cultural heritage by redevelopment of old bungles under TOD development ; legal gridlocks over heritage-sensitive sites.
ACTIVITY MAPPING	High footfall diversity (students, commuters, tourists); vibrant night-time economy on FC ,JM Road and Nal stop. Kalakar katta , kamala nehru parks observe social interaction.	**Friction zones** where street vending, parking, and transit-entry overlap, causing pedestrian paralysis at peak hours.	Formalizing "Activity Hubs" around Metro stations .	Displacement of traditional local businesses by high-rent national/international chains; seasonal "activity death" during college vacations.
PHYSICAL INFRASTRUCTURE	Strong residential infrastructure of high-income group . High Rise buildings for offices, banks , etc providing strong base commercial development .	Poor infrastructure at riverbed , behind deccan bus stop for low-income group and slum population .	Providing strong infrastructure to those low income group , developing riverfront area for recreational uses.	Frequent road excavations for utility repairs; rising "carbon hotspots" at traffic-heavy junctions like Deccan Corner.
RECREATIONAL FACILITIES	Proximity to the Mula-Mutha River; iconic green lungs like Sambhaji Park and Kamla Nehru Park.	the riverfront is currently underutilized and ecologically stressed; lack of "Play-Plazas" in residential blocks.	Integration with the 2026 Riverfront Development Project ; creating a "Green Loop" that connects all parks via shaded pedestrian walkways.	Encroachment for temporary parking; ecological degradation due to untreated runoff entering the river system from surrounding commercial zones.
TRANSPORTATION FACILITIES	Robust connectivity via Pune Metro Line 1 & 2; established public transport (PMPML) terminals.	Last mile connectivity , parking friction, navigational chaos and discountions footpaths	Mixed use hubs above stations , TOD , Deccan bus into EV charging core.	Induced congestion, safety risk, construction impact and enchroachment.
SOCIAL INFRASTRUCTURE	Educational powerhouse (Fergusson, BMCC, Garware); specialized healthcare clusters that serve the entire city like joshi hospital.	Exclusive v/s inclusive spaces , aging facilities , predicted demographic mismatch and lack of public conveniences	Converting underutilized municipal buildings into Digital Community Hubs; integrating healthcare "mini-clinics" within Metro station precincts.	Forcing low-income service workers to move out, creating a "labor-commute" gap; institutional resistance to opening campuses for public use

SWOT



Area Appreciation :
Prabhat Road --
Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Veena N. Khalene
(76)

HERITAGE ZONE GUIDELINES

01

Planning and Design Studio-II

Case Study: Katrak Parsi Colony, Karachi

It is a historic, quiet residential area featuring about 58 colonial-style houses with wide verandahs, balustrades, and manicured gardens, fire temples, libraries.

They all show the forlorn state of this architecturally significant and aesthetically pleasing residential complex, with each house built within a large compound.

Each measuring approximately 1000 square yard were laid out with wide roads and an amenity plot in the center for a garden and a library. The plots were allotted by ballot. The owners became the members of the society, but it was the society's magnanimous policy not to recover the cost of land from the plot holders but only to recover the rent payable to the authorities accelerated the construction of houses. By 1926 first houses were built and by 1930 there were houses on all the plots, classified in three categories

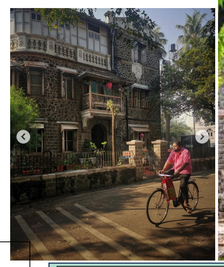
Verandas and Corridors: Most homes feature spacious, deep front verandas—often with wood-paneled arched columns—that serve as transitional spaces to keep the main rooms cool.

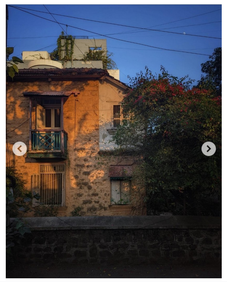
Climatic Adaptation: Builders used **thick load-bearing walls** and **high ceilings** to tackle the heat. Many bungalows include "ventilators" (small windows high on the walls) to draw out hot air.

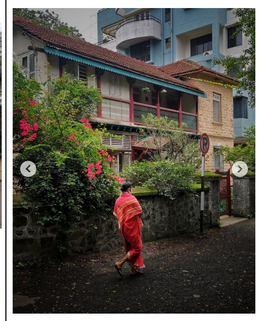
Materiality: Structures often use local stone facades, decorative **Mangalore tiles** for sloping roofs, and intricate teak woodwork for doors and shutters.**Symbolic Ornamentation**: Facades frequently display Zoroastrian symbols like the **Faravahar** and floral motifs, alongside Gujarati scripts for house names and numbers.

Greedy property developers have been eyeing this part of town for years, this is after all high real estate. Over the years one by one the houses have been encroached upon illegally.

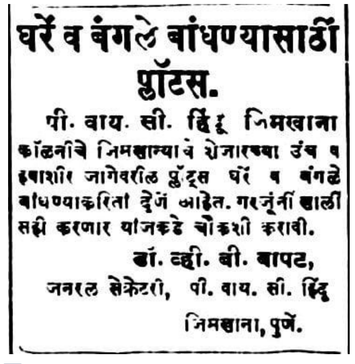
Sindh government ought to pay the owners of these houses, restore them and set up some institutes in them. Some may be used as residences for artistes and researchers who would work there. Over 25 years ago, a rather famed Management Sci. institution was set up in about four medium-sized houses.





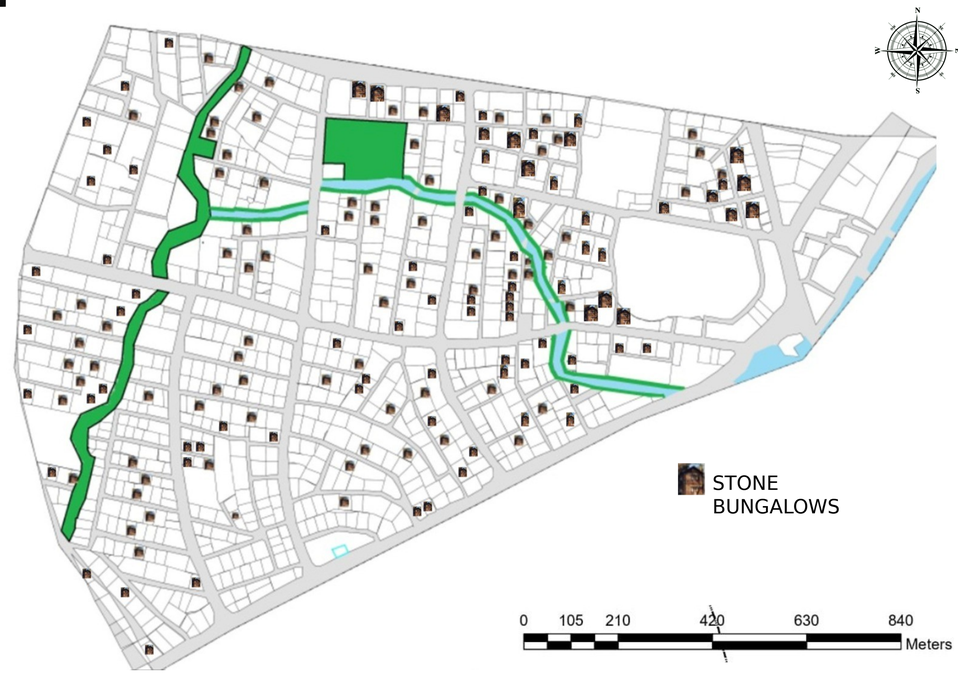


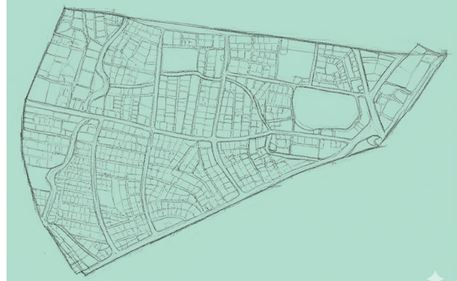
Prabhat Road and adjacent lanes (especially 1–3) in Deccan Gymkhana exemplify early 20th-century Pune residential architecture. Many bungalows use locally quarried *dark grey basalt (Deccan trap stone) from Tilak Tank excavations (circa 1922), forming load-bearing masonry walls—either rough-faced or precisely cut into cuboids for a robust, textured appearance.



A 100 year old ad from the '**Dnyanprakash**' newspaper (August,1926) New plots for sale in the PYC Colony (near present day PYC Club, off Bhandarkar Rd)

Protected Status: Katrak Parsi Colony was declared a protected heritage site under this act in the early 2000s. This means any alteration, addition, or demolition requires explicit approval from the **Sindh Building Control Authority** and the Heritage Advisory Committee
penalties for Violations: Under Article 18, anyone who destroys or defaces a protected site can face a fine of up to one lakh rupees, imprisonment for up to three years, or both. The "Facade" Limitation: A common criticism of the act is that it often only mandates the preservation of a building's exterior. This can lead to the neglect of vital interior features like wind shafts, light wells, and historic tiled floors. Legal Challenges: Despite protection, the colony faces threats from "avaricious





Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Street interface: Low compound walls with ornate grilles, semi-open balconies, and porches that create a human-scale, walkable public realm blending Colonial, Art Deco, Gothic, and Maharashtrian elements

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :

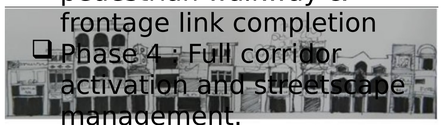
Samriddhi Mehtre (622514056)
Rutuja Dhore (622514054)

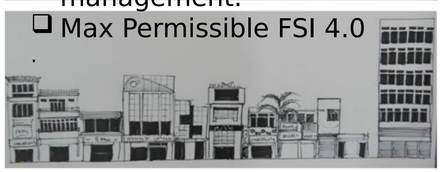
FORM BASED CODES : Karve Road upto 300m

Transforming Karve Road from a vehicle-only artery to a multi-modal streetscape. URDPFI standards for wide sidewalks (min 4.5m), shaded walkways, and street furniture are integrated directly into the form requirements of new developments.

- ❑ Retail and small restaurants integrated with station exits. Mandatory "spill-over" zones for outdoor seating to activate the public realm.
- ❑ Phase 1 : Pilot implementation on plots adjacent to station exits.
- ❑ Phase 2 : Redevelopment of old 3-4 floor apartments into FBC towers.
- ❑ Phase 3 : Continuous pedestrian walkway & frontage link completion
- ❑ Phase 4 : Full corridor activation and streetscape management.
- ❑ Max Permissible FSI 4.0

.





The FBC proposal moves beyond traditional land-use. We define three specific sub-zones within the 100m influence radius of the 3 Metro stations:

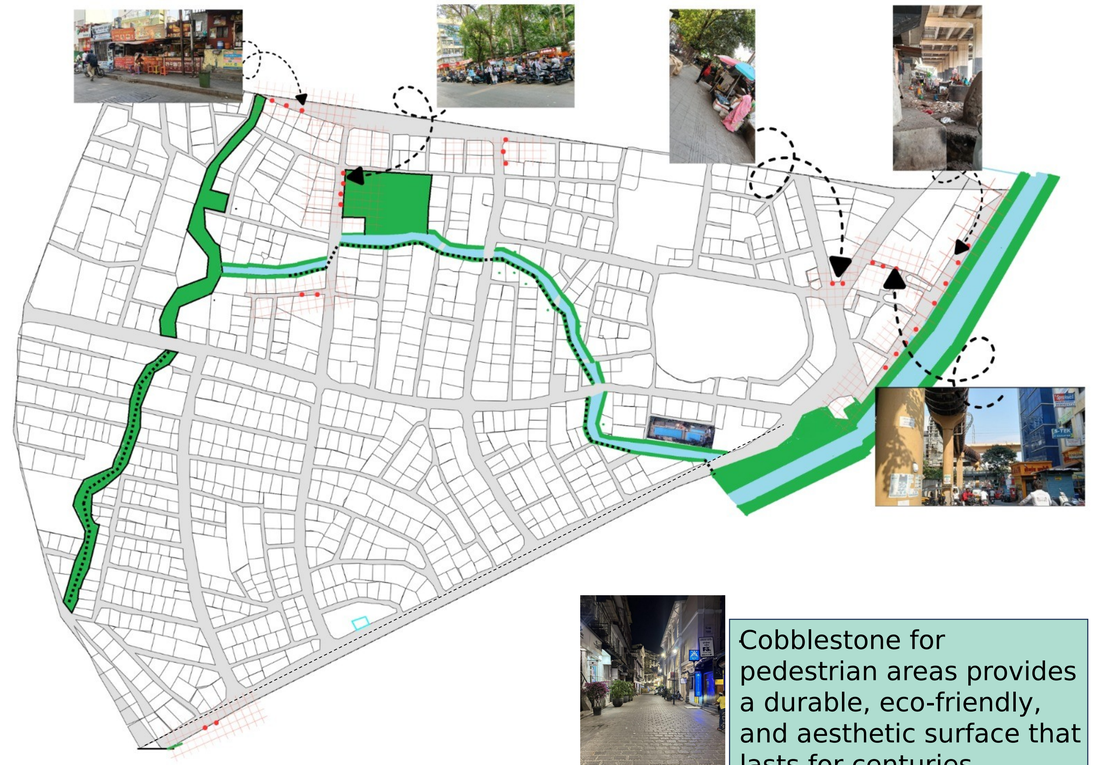
- ❖ **Core Zone (0-150m):** Maximum intensity, zero setbacks, mandatory active retail frontages.
- ❖ **Transition Zone (150-300m):** Managing the interface with internal Erandwane residential clusters.

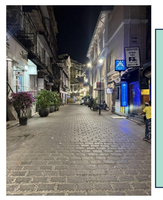
- ➢ Build-to-Line (BTL) at 3m from the road edge to ensure a consistent street wall.
- ➢ Step-back requirements for towers above 24m to prevent "canyon effect" on Karve Road.
- ➢ Transition from standard 15m heights to 60m+ towers in the TOD influence zone.
- ➢ Professional services clustered in the first 3 floors. FBC mandates specific signage zones to reduce visual clutter while ensuring visibility.

RECONSIDERING BOUNDARIES

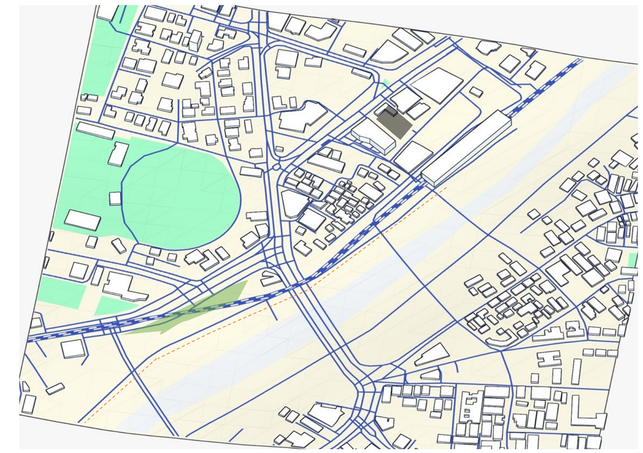
In **2011**, irrigation dept data showed the blue and red lines as demarcated further away from the Z-Bridge in the Deccan area

In **2016**, the same red and blue lines on the official map had come under the Z-Bridge, almost along the same location





Cobblestone for pedestrian areas provides a durable, eco-friendly, and aesthetic surface that lasts for centuries, offering excellent traction and natural drainage

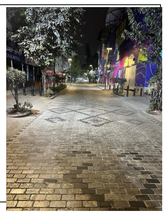


Riverside vacant plot stretch temporary nursery

Riverside DP road

Vacant land behind PMPML Deccan Gymkhana bus stand proposed for parking

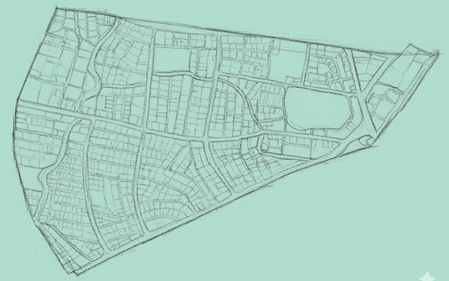
Pedestrian only (or cobblestone) roads are a big turn on for a city! . While enhancing charm in historical areas and calming traffic



FORM BASED CODES ENCROACHMENT, FLOOD SUSCEPTIBILITY LINES

02

Planning and Design
Studio-II



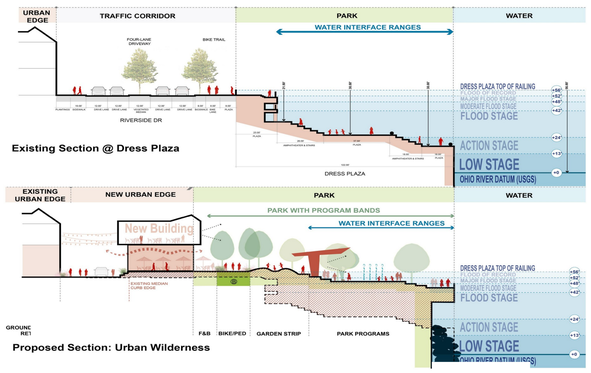
Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

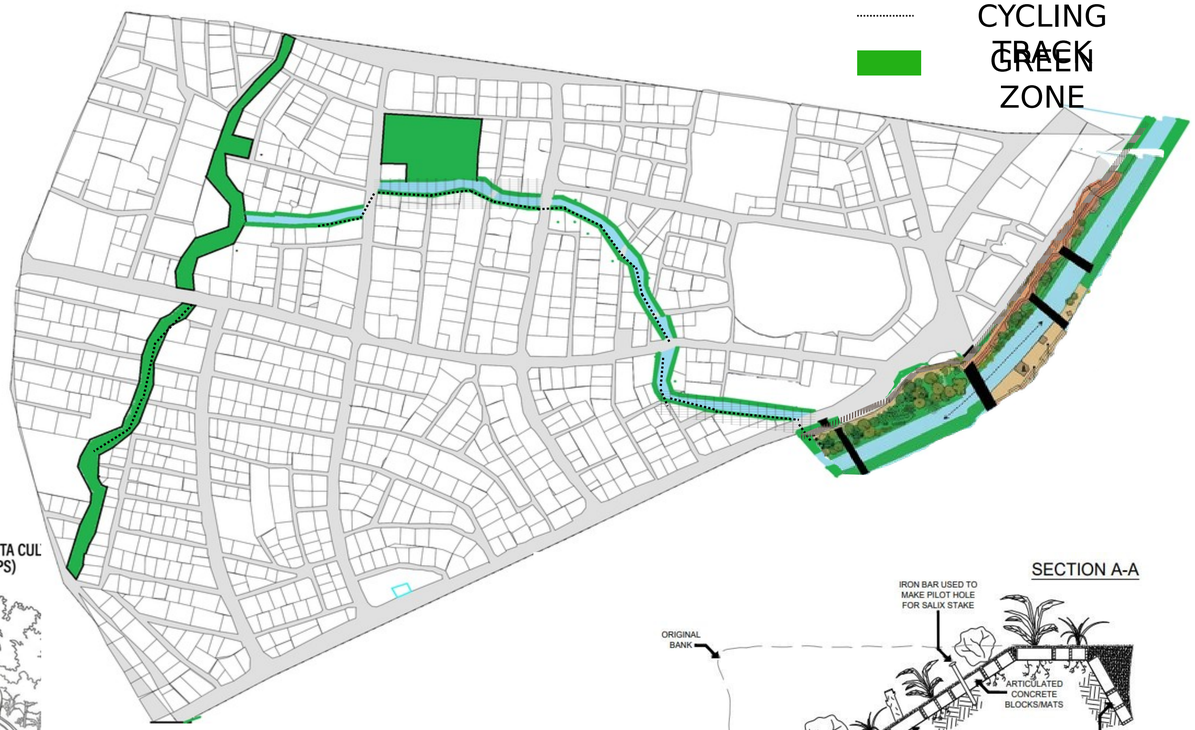
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

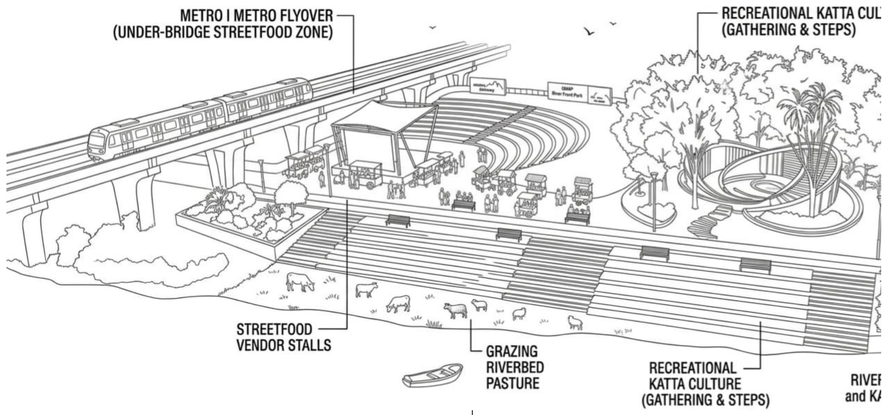
Presented By :

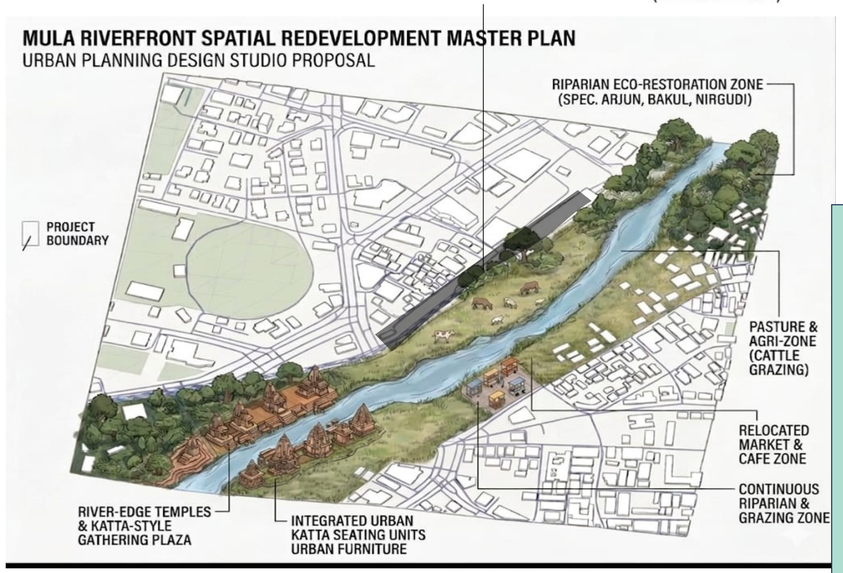
Ajay Kore (622514006)
Yadnesh Watane
(622514079)

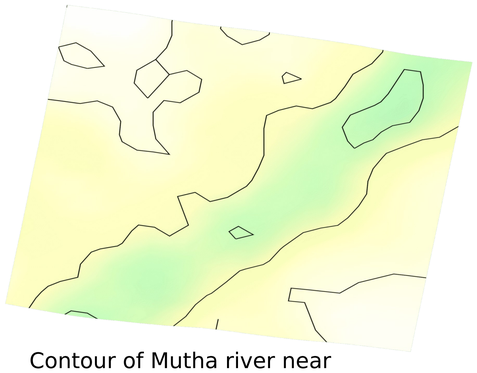
MUTHA RIVERFRONT REDEVELOPMENT











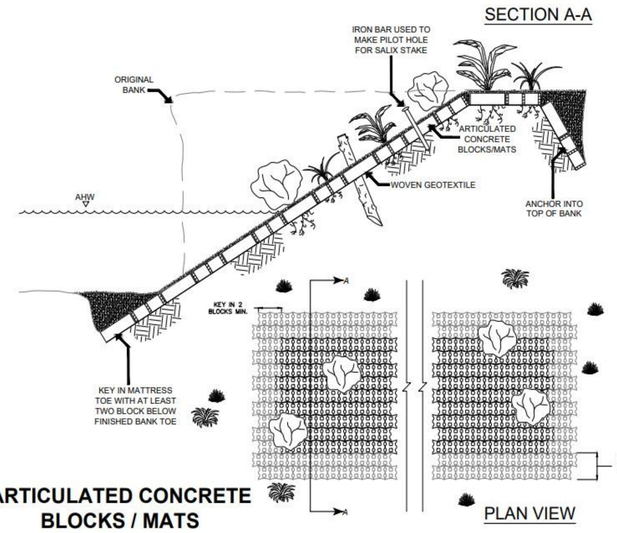
Contour of Mutha river near Deccan

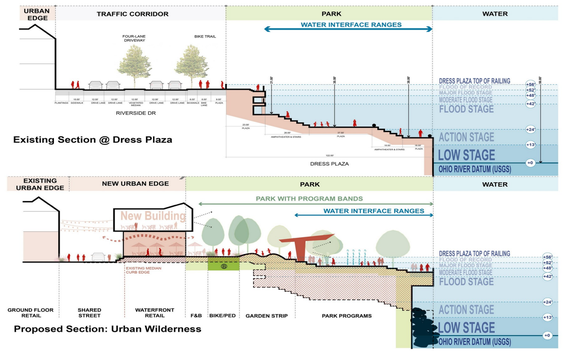
SITE DEGRADATION ANALYSIS

Hardscape

Encroachment: Urban roads and informal structures leaving zero room for riparian biodiversity.

Channel Siltation: Significant accumulation of silt and solid waste reducing hydraulic capacity by 40%

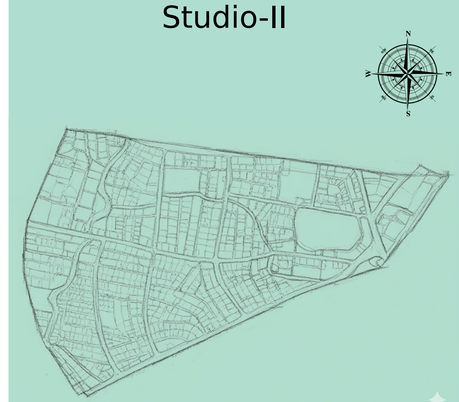

SECTION A-A
IRON BAR USED TO MAKE PILOT HOLE FOR SALIX STAKE
ORIGINAL BANK
ARTICULATED CONCRETE BLOCKS/MATS
WOVEN GEOTEXTILE
AHW
ANCHOR INTO TOP OF BANK
KEY IN 2 BLOCKS MIN.
KEY IN MATTRESS TOE WITH AT LEAST TWO BLOCK BELOW FINISHED BANK TOE
ARTICULATED CONCRETE BLOCKS / MATS
PLAN VIEW



RIVERFRONT REDEVELOPMENT

03

Planning and Design
Studio-II



Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

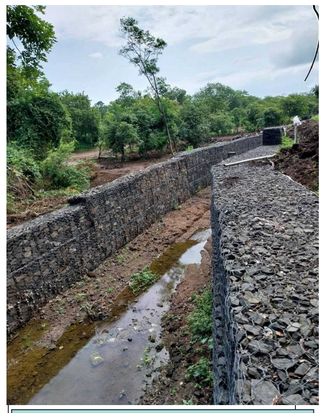
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :

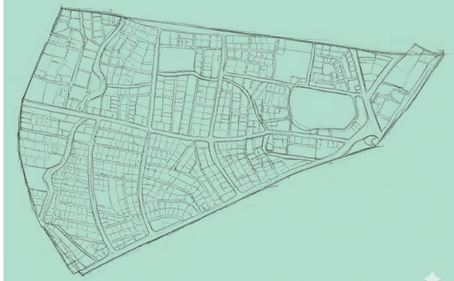
Rounak Singh
(622514050)
Yashasvi Patil (622514081)

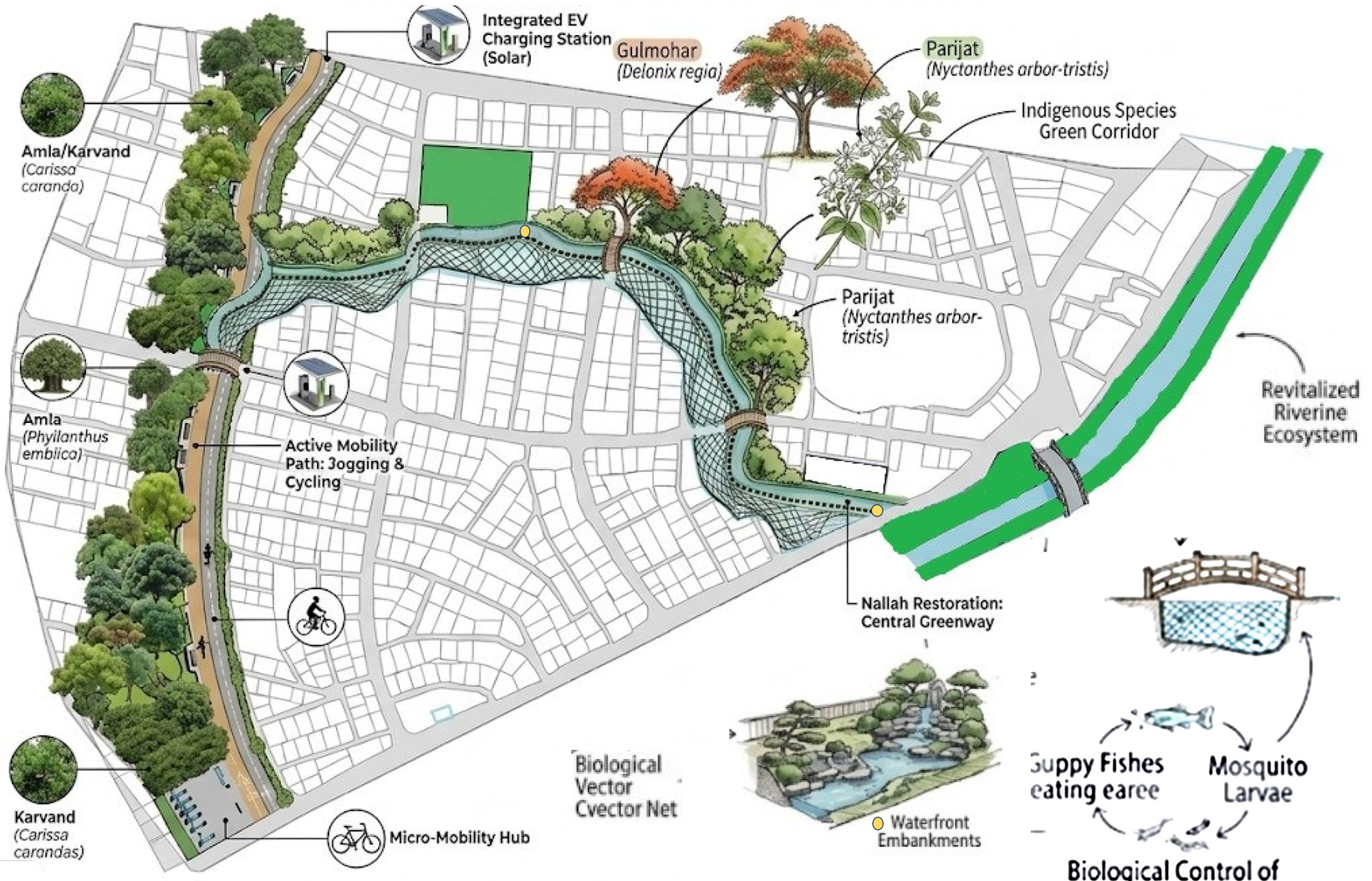
COMPREHENSIVE INTEGRATED URBAN GREENWAY WITH ODHA REVITALISATION

Existing Hirwayi trail: 514.05m
Hirwayi extension towards south : 523.43m
Nallah/Odha Rejuvenation : 1290.79 m



Gabion Retaining wall at Ambil Odha, Katraj

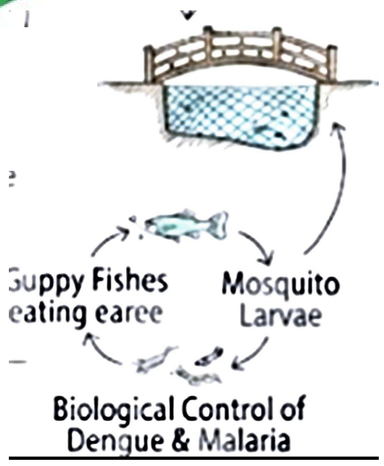


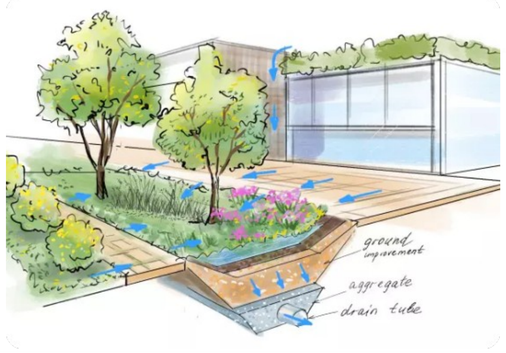


Legend

Proposed Interventions

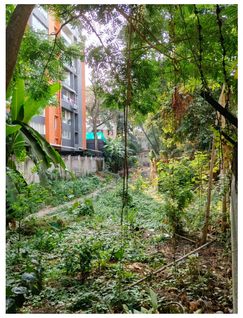
- Nallah Watercourse
- Control Net
- Community Park and Botanical Garden
- Eco-Interpretation Centre
- Japanese Bridges
- Amla/Karvand Canopy Trees
- Nallah Revitalization Treeline
- Jogging Track
- Cycling Track
- EV Charging Station
- Micro-Mobility Hub
- Public Art





Integrated Bio-swales

Strategically placed bio-swales act as the first line of defense for stormwater. They capture surface runoff, filter out pollutants, and slow down the flow before it enters the Nallah. Aesthetic enhancement of walk-ways



Re-establishingment

- **Eco-Restoration**
- **Social Vitality**
- **Hydrological Health**

The proposal includes a Miyawaki forest zone along the odha (1290m). This method ensures 30x denser growth and 10x faster progress than traditional plantations.

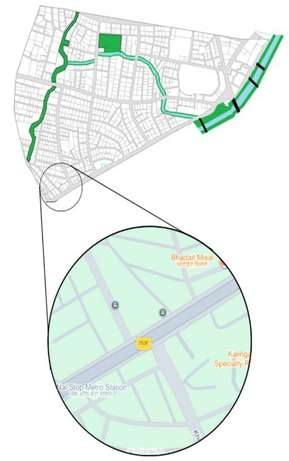
Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

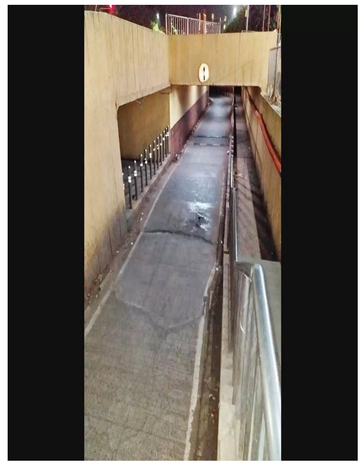
COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

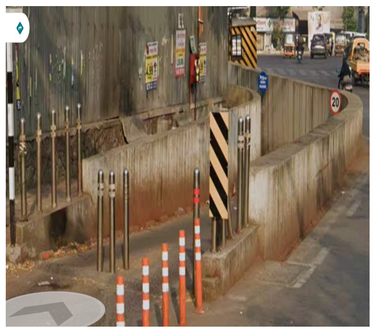
Presented By :

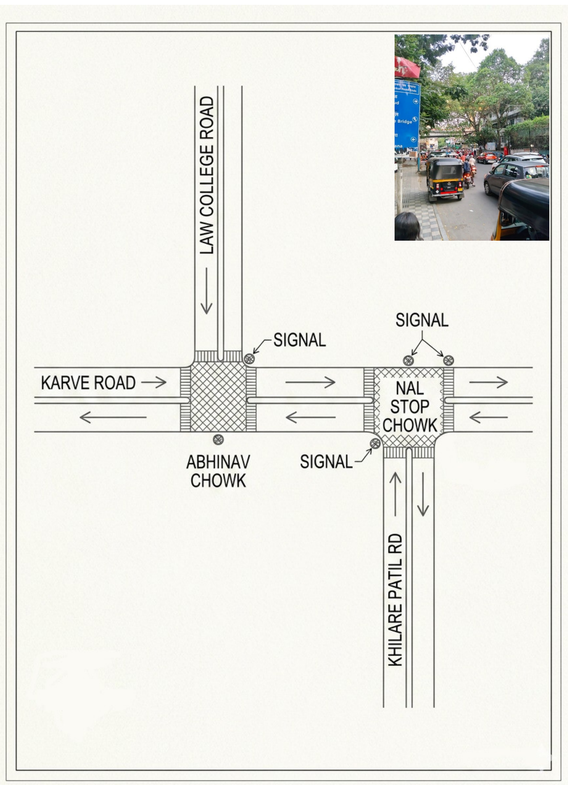
Rounak Singh (622514050) Yashasvi Patil (622514081) Makrand Kamerikar (622515029)

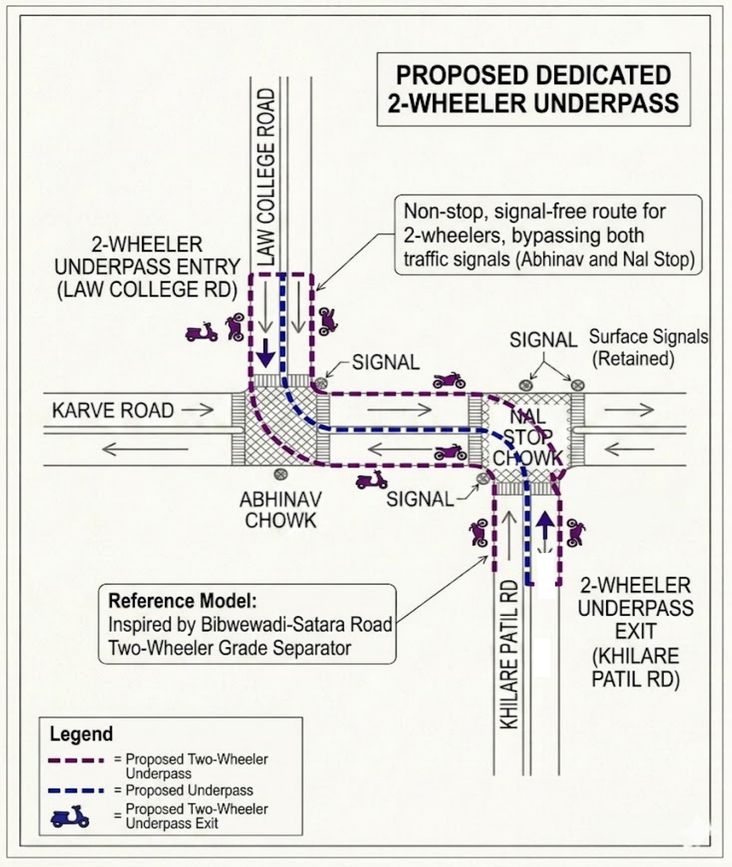
NAL STOP TO ABHINAV CHOWK UNDERPASS WITH GRADE SEPARATOR FOR TWO-WHEELER





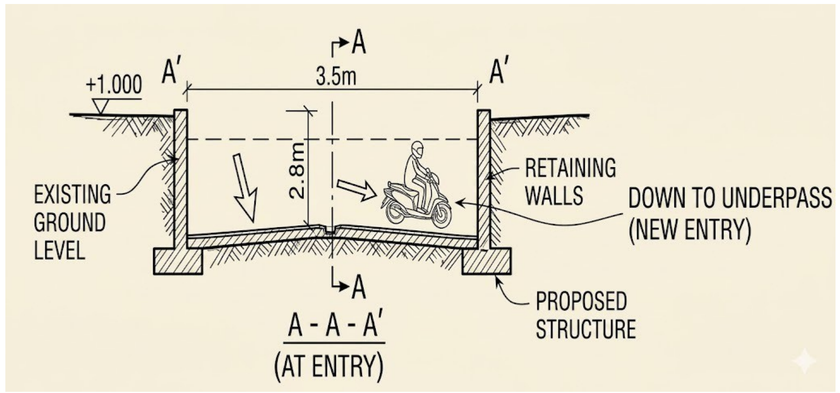


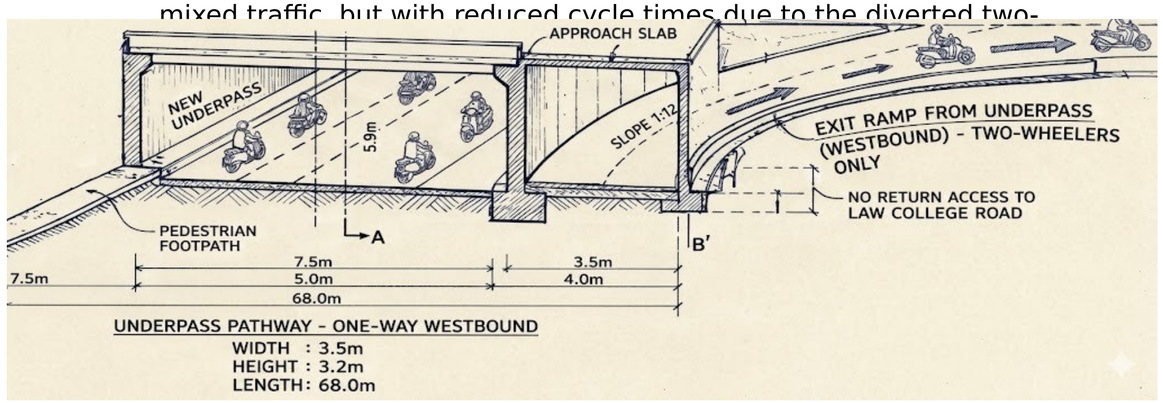




- Segregates heavy turning traffic of two-wheelers from the main Karve Road thoroughfare.
- Eliminates waiting time at Abhinav Chowk and Nal Stop Chowk for vehicles moving towards Khilare Patil Road.
- Reduces the high rate of "side-swipe" accidents common during peak hour merging at the junction.

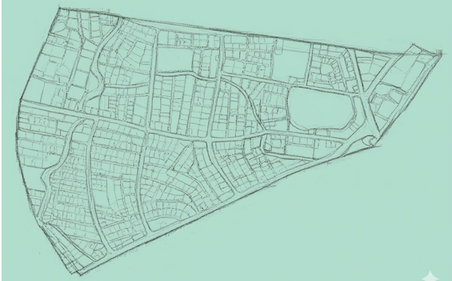
- Designed as per **IRC:103-2012** (Guidelines for Pedestrian and Small Vehicle Facilities
- **Entry Point:** Located on **Law College Road**, utilizing the existing dead space near the junction.
- **Exit Point:** Direct outlet at **Khilare Patil Road**, bypassing the main traffic signals at Nal Stop.
- **Surface Traffic:** Existing surface signals are retained for Karve Road mixed traffic, but with reduced cycle times due to the diverted two-





UNDERPASS PROPOSAL **05**

Planning and Design
Studio-II



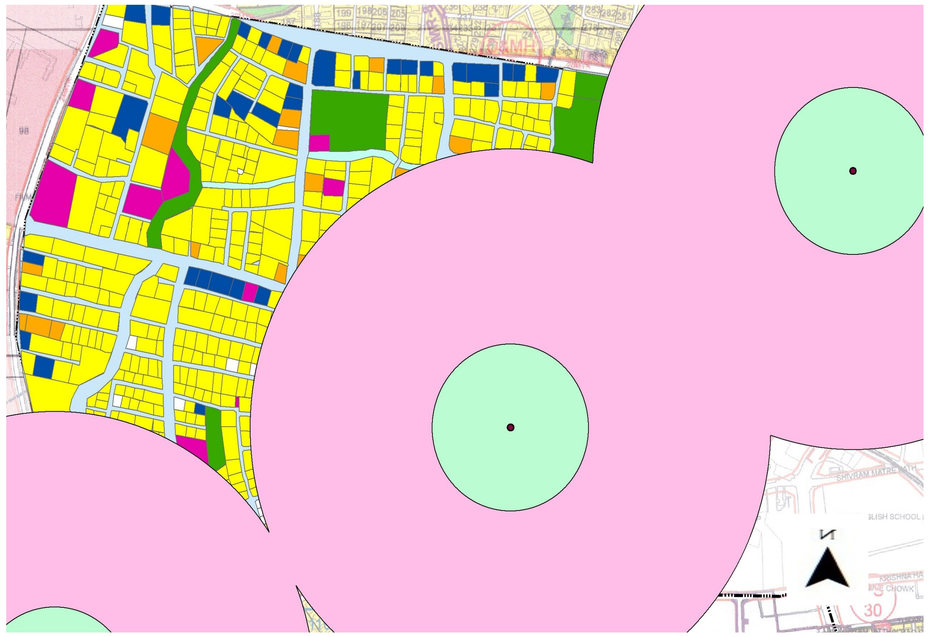
Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it’s precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :

Anmol Sontakke
(622514010)
Preet Sherkhane
(622514043)

TRANSIT-ORIENTED DEVELOPMENT



METRO INFLUENCE AREA MAP

The area behind deccan bus stop is on the way to become slum despite of coming under TOD Zone.

Substandard Housing & Encroachments: The buffer zone exhibits significant pockets of informal settlements with high ground coverage and lack of adequate light and

The area has primarily low income group living on small commercial activities like flower vending and other street vendoring

High number of informal settlements like shown in these pictures .People are risking their safety and right to facilities due to poor infras ru

Local streets are enchroched for parking , street vending and many other activities which causes choking in primary transit in internal

The area under radius of 150m from Deccan metro stop needs urgent facilities.

There are 3 metro stations under surveyed area 1. Deccan Gymkhana 2. Garware chowk

The area under garware metro stop has enchrochments and mid rise mixed use and commercial buildings

The Nal stop is mainly featured by mid-rise residential apartments .TOD can provide basic commercial access to these apartments

PROBLEM STAEMENT: The Deccan Metro station precinct faces severe urban blight due to dilapidated slum pockets and an infrastructure-transit mismatch that lacks people in providing healthy lifestyle

Vertical Slum Rehabilitation: Leverage the Incentive FSI (4.0) provided by Pune's TOD policy to rehouse residents in modern mid - rise units, with G+5 to

Convert the current congested road inventory into a "Shared Street" network with 3-meter wide shaded footpaths and dedicated Non-Motorized Transit (NMT) lanes.

Mandate ground-floor retail and commercial activities (cafes, kiosks, pharmacies) to serve commuters, creating a vibrant "Live-Work-Play" environment that ensures 24/7 surveillance. The footpath food stalls and all other stalls will be shifted here

Redesign the area behind Deccan Bus Stop as a transit hub featuring PBS (Public Bike Sharing) docks and a organized bay to eliminate last-mile friction.

Environmental "Green Link": Utilize the reclaimed space to create a "Pocket Park" or ecological corridor that connects the Metro station directly to the Mula-Mutha riverfront.

Before

After

Before : houses in poor condition , no proper space for the activity done by residents

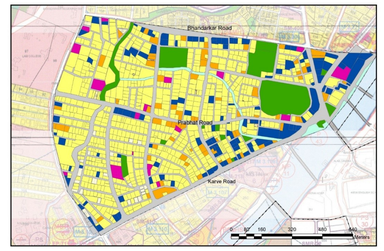
After : Improved living space , proper space for buiseness activity

Before : Polluted River, Waste og land and no waste on riverbed

After : Wasted land used for recreational use ; clean river

TRANSIT-ORIENTED DEVELOPMENT

06



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Transit-oriented development of Deccan metro station area removes povetry , pollution and provides clean and healthy lifestyle to low-income

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By
Veena N. Khalane
(76)
Rutuja Dhore (54)